SAINT PAUL

LOCATION-DEVELOPMENT-OPPORTUNITIES

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Sept 29, 1930

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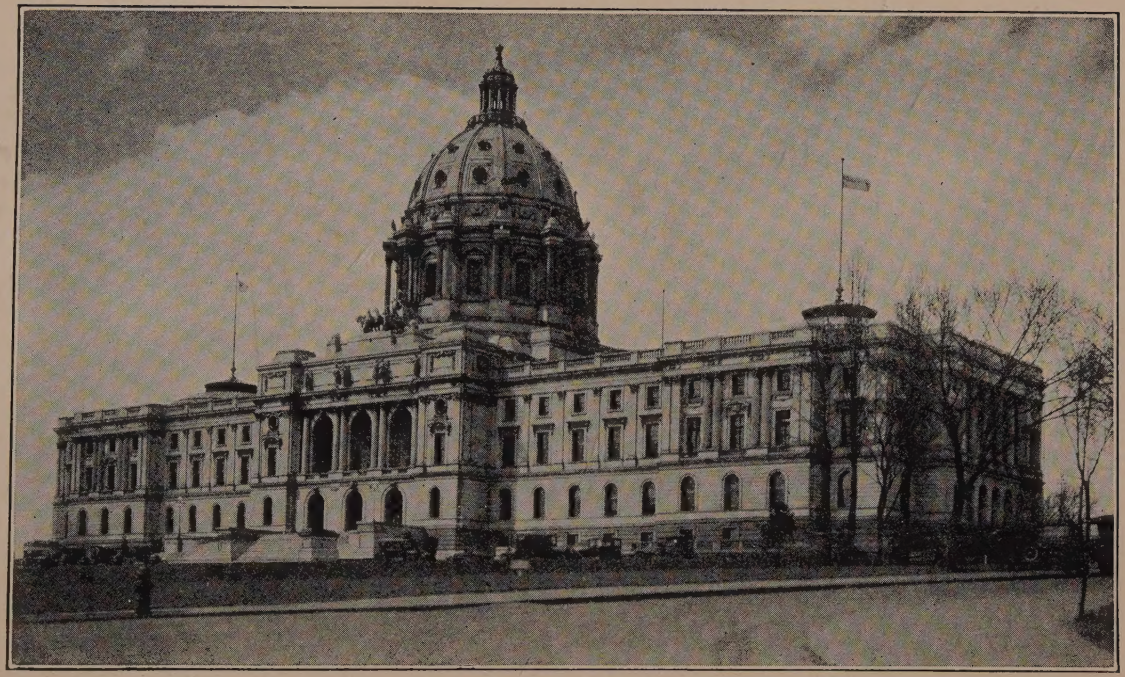

The Minnesota State Capitol.

SAINT PAUL

Location-Development-Opportunities

BY

F. C. MILLER, Ph. D.

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PREFACE

Loyalty of every kind is more intense when it is intelligent. Loyalty to country is rooted in a knowledge of its history, the character of its institutions, and the purpose and spirit of its government. The city where we live may mean little or much to us according to our understanding of its nature and advantages. We may grow to love persons with whom we become well acquainted. It is true, also, that a city may come to have a place in our hearts.

In order to foster civic pride and loyalty in the pupils of our schools, those who are intrusted with their education believe that, in keeping with the common effort to develop more intelligent and loyal citizens, it is eminently proper to make a study of the city a part of the regular school curriculum. To meet this need this book has been prepared. The aim is to interest and inform, with the almost certain assurance that, when attention is directed to the physical facts, such as the unique situation, the gigantic landscaping work of Nature, the remarkable development, the extent and magnificence of our buildings and business, and to the fascinating history of the city's founders and fashioners, there will be a new enthusiasm that will find expression in the greater devotion and loyalty of every boy and girl.

The text has, therefore, been adapted to the seventh, eighth, and ninth grades, and has included those pedagogical features that are in harmony with the most modern methods of teaching.

All those associations and individuals that are laboring to advance the interests of the city and to cultivate civic pride and co-operation among our citizens will appreciate the purpose to awaken an interest that will develop later into

a hearty and more active participation in the advancement of the general welfare.

The managers of industries, the commercial and civic associations, social organizations, and educational and charitable institutions have graciously contributed information incorporated in this book. We wish to extend special thanks to Mr. Warren Upham for authoritative assistance, to the Historical Society, to the St. Paul Dispatch and Pioneer Press, the St. Paul Daily News, the Great Northern, the Northern Pacific and the St. Paul Association for their generosity in furnishing illustrative material.

Those who have planned and wrought for us have left us "heirs to amplest heritages." It is our hope that this book will be the means of stimulating a finer appreciation of these benefactors. "Round these, with tendrils strong as flesh and blood," we shall be bound together into a better, more prosperous, and happier citizenry.

The Author

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The union of men in large masses is indispensable to the development and rapid growth of the higher faculties of men. Cities have always been the fire-places of civilization whence light and heat radiated out into the dark world.—Theodore Parker.

SAINT PAUL

LOCATION—DEVELOPMENT—OPPORTUNITIES

CHAPTER I

INTRODUCTION

In the busy haunts of men.
—Felicia Hemans

We all know something about St. Paul. Should we not like to know more about it? We live here. We help to make the city what it is, and it helps to make us what we are. It is very interesting to us.

There is a Greek word, pronounced ko-me, which means an abode. The Greeks applied the word to a village. It has the same real meaning as our word home, which we apply to the place where we and our parents live. You see how closely akin these two words are. The village, or the city, where we reside is also our home, or our home city.

Our homes are always dear to us, and our city ought to be also. Men travel far and grow old, and yet there is always in them an irresistible longing to visit the land of their birth or the place where they were born.

When Hood said:

"I remember, I remember
The house where I was born
The little window where the sun
Came peeping in at morn,"

he meant that he remembered it with great pleasure.

Now that same feeling which we have about our own

homes we can have in some measure about our home city and our country. There is a kind of civic pride and patriotism that we have about the home city not only because it is worthy in every way but because it is our city.

All boys and girls ought to realize that much of the city belongs to them in much the same way that their home is theirs. They are joint owners of its streets, its public buildings, its schools and charitable institutions, its parks and playgrounds, and all its beauties and advantages.

We like to trace our family histories and to meet the relatives we have not seen. In the same way it will be interesting to learn more of the history and environment of our home city. It is beautifully situated, but how did nature make the river and the hills and the bed rock foundations? Here are the Indian Mounds, but who made them, and when, and why?

There are many points of resemblance in all larger cities, and yet each one has its own special history, landmarks, and distinct characteristics that make it different from others.

Here is a large prosperous city. What kind of beginning did it have? Who first explored this region? Who founded the city and gave it its name? Were there Indians here? Who were some of the early explorers and what did they contribute to the establishment and advancement of the city? How did these men live in those primitive days without all the modern conveniences that we enjoy?

These are just a few of the first questions that we might ask. There are many more.

Events outside of the city contributed much to its history. You have seen Fort Snelling with its grim old towers and the quaint little town of Mendota on the opposite bank of the Minnesota River. Here were some of the first activities that finally centered at St. Paul. We shall learn about them.

As we come to our own time, there are many phases of

interest. Would you not like to know how much business is done in St. Paul? Cities are often judged by the business they do and by their bank clearings. How many tons of freight go out in a year? How many come in? How many go through? Why is St. Paul called the Gateway to the Northwest?

Then come other questions. A city is like a great machine. It does not "run" itself. Who "runs" it? How are its officials chosen? What power do we give them? Why must we have laws? Why must we obey them? What else do our representatives do besides make laws? What duties are left to us to perform?

You will see that it is necessary for us to have certain information about our city. Shall we not be better citizens the more we know about our city and the more interest we take in its welfare? The St. Paul auditorium was built through the contributions of many public-spirited citizens. Very many of the contributions were very small, but a multitude of them made the building possible. We can contribute many other things for the good of the city besides our gifts or taxes. We can help to keep it clean. We can stand for health and safety, good morals, honesty, and obedience to law. A good city must consist of more than buildings and business. It needs good citizens.

It is the aim of this book, therefore, to introduce the city and the citizens, especially the younger ones, to each other and to foster an acquaintance and friendship that will be lasting, mutually beneficial, and extremely pleasant. The book will bring before you a great moving picture of the development and civilization that has come to our home city. But do not only read about it. See it, study it, plan to do something for it. Then you will be more loyal to it, have more pride in it, and ever do more and more to make it the busiest, the most beautiful, and the best city you know.

Then, as you look out over the landscape at the river, the bluffs and terraces, the hills and the valleys, they will mean more to you as you know their history. They will be a magnificent picture poem by Nature itself, that, after all, is the greatest artist.

And as you understand the extent of everything that constitutes a city, you will marvel at the countless tasks that must be done, the meaning of all the busy throng you see in factory or store or office or as it turns to amusement and recreation, and think for yourself what part it may be your privilege and duty to perform in all these activities.

QUESTIONS

Who owns the city of St. Paul?
Do you have more interest in what you own?
Why do men love the place were they were born?
What does the city do for boys and girls?
What can they do for the city?
Why is it worth while to know all you can about St. Paul?

CHAPTER II

CITIES

Cities have been a lamp of light along the pathway of humanity.
—Rev. Dr. Guthrie

As we are making a study of our own city, it will be interesting to learn something about the growth and character of other cities. First, what is the explanation of the city? How do cities start, and why do they grow?

Long, long ago cities—they were only towns or villages then—afforded, in the numbers that assembled in them, a strong means of common defense. The principal activities were in the fields. Shelter and safety were found in the community center. Often strong walls were built around a town. The famous ancient wall around the city of Rome is still in existence, and even Paris is still surrounded with a wall.

But there were other reasons for the rise of cities. As far as history dates back, there has been commerce by land and sea. Naturally the places most fitly and conveniently situated were selected as the sites of cities. Constantinople has, perhaps, the most unique situation in the world. Examples of other foreign cities favorably located are London, Hamburg, Stockholm, Cairo, Hong Kong, Calcutta, and Rio de Janeiro. In America, there are New York, Philadelphia, Boston, San Francisco, New Orleans, Chicago, Detroit, Duluth, and the cities on the St. Lawrence.

As manufacturing increased and commerce expanded, the cities that were naturally the best ports of entry and departure grew rapidly. Business opportunities multiplied. Men were both needed and attracted to these centers, just as in our country the West has been regarded as the land of opportunity.

The largest number of cities is, therefore, on the coast of their respective countries or easily accessible by rivers or lakes. Since the building of railroads, inland cities, such as Pittsburgh and Kansas City, have grown rapidly. Pittsburgh is located in the center of a great mining and manufacturing section, and Kansas City in the center of a productive agricultural region.

Some cities have grown very rapidly while others have been ages in attaining their size. Of course, the cities of the new world in which we live are much younger than those in the older countries. Many of the large cities of Europe were founded by the Romans more than two thousand years ago, as, for instance, London, Cologne, Paris, Vienna, and Constantinople. Compared, however, with the cities of India, China, and Japan, these European cities are young. These three countries had many large cities at the time our European forefathers were barbarians or savages, hardly more advanced in civilization than the North American Indians at the time of the discovery of America.

On account of their steady growth, the ancient cities grew in a natural way, receiving and retaining the mark or impress of the many generations of people that lived in them and gave them the distinguishing characteristics by which they differ greatly from other cities. Some of these cities have acquired distinct personalities. One city becomes known as the shipbuilder and another as the patron of art.

Oxford becomes a synonym for learning, Florence for painting, and Rome for law. Philadelphia has been called the city of brotherly love. It was the home of the Quakers, who have left on the city the firm impression of their quiet, staid, conservative, charitable, and moral character. New York still retains features of its Dutch founders. The tolerant spirit of Lord Baltimore has not died out in the city he founded.

The cities on our eastern and southern coasts were the first to be founded, as they lie in the territory that was first discovered. They are, generally speaking, of different and distinct types, retaining the characteristics of the diverse peoples that built them. Thus there are cities with English, French, and Spanish traditions and architecture. The cities of the West are more alike, because they have, for the most part, been settled by the various descendants of a later generation. As these are far younger than cities of renown in the old world and even than many others in our own country, they have not yet had sufficient time to develop individual distinction or the culture of older cities.

While cities may not have been founded for the express purpose of promoting learning or art or other characteristics that have distinguished them, along with their material development has arisen a taste for beauty, and art, and learning. The very size of a large city makes possible the greater and more beautiful park, the taller building, the better transportation system, the finer libraries and galleries of art, and a multitude of other advantages and attractions that ever invite the visitor and citizen. As a result, about one half of the people of the United States live in the larger towns and cities.

The country appeals to those who love nature, but the city has a greater attraction to others. It is said that to be out of the streets of Florence was exile to Dante, and that Socrates never cared to go beyond the bounds of Athens. The city is a little world within itself. It is more varied and complete than the country. It is not strange that it has become a magnet to men. The greater the group the more contact of mind with mind and the greater the creative urge and development. Culture also comes from contact. The cities have, therefore, been the centers from which civilization has radiated, as, for example, Athens and Florence.

The history of the Roman world is the history of the city of Rome. The ideals of learning and art and law established by these cities are still the standards of the world.

We have now seen some of the reasons for the location and development of cities, for their original and traditional differences, and for their numerous advantages. In the next chapter, we shall call attention to the unique location and surface features of St. Paul, and in other chapters to its development and opportunities.

QUESTIONS

How do cities start and grow?
What does the situation of a city have to do with its development?
Explain the advantages of an old city.
How do cities of Europe and Asia differ from ours?
What are some of the oldest cities in our country?
What advantages are there in a large city?
Make a list of other cities than those mentioned, giving your reasons why you think they are well situated.

SURFACE FEATURES

Landscapes are Nature's pictures.
—M. E. Lee

CHAPTER III

DISTINGUISHING FEATURES

What a goodly prospect spreads around,
Of hills, and dales, and woods, and lawns, and spires!
—James Thomson

St. Paul is located on the upper Mississippi near the mouth of the Minnesota River. From the time of the earliest explorers this situation has been regarded as advantageous. In addition to its geographic location it forms a striking part of one of Nature's great pictures. The river valley is really a gorge, enclosed by steep, rock-ribbed bluffs, for the most part the old channel of the retreating River Warren Falls.

On the main headlands and cliffs are the principal residence sections, while the heart of the business district is located on a beautiful terrace. Particular charm is found in the narrowness of the rock-bound channel and in the practical absence of a flood plain.

About four miles from the center of the city, the Minnesota River joins its master stream between Fort Snelling and Mendota. This tributary, which flows through the whole breadth of Minnesota, connects the waters of the Red River of the North with those of the Mississippi. Indeed, here is a natural stretch of water that needs but comparatively little improvement to form a navigable channel for medium-sized craft from the Gulf of Mexico to Hudson Bay.

St. Paul is located at 45 degrees north latitude, about halfway between the equator and the north pole, or a little more than 6,000 miles from either. Its longitude is about 93 degrees west. Accordingly, St. Paul is also very nearly midway between the Prime Meridian and the International Date Line, and enjoys a very central position.

In passing, it may be mentioned that St. Paul is in the Central Standard Time Belt. There is a slight difference between Central Time and St. Paul Time. The difference amounts to about twelve minutes. When it is noon Central Time, it is twelve minutes to twelve local time, or 11:48 A. M.

The altitude of St. Paul is from 680 feet above sea level (mean water level of the Mississippi) to about 1,000 feet in the extreme northwestern part of the city. From the point of view of health, the altitude is very favorable, insuring both good, invigorating air and an excellent grade for the flow of drainage water. And as the river altitude at St. Paul is 680 feet above sea level and the distance from our city to the Gulf of Mexico about 1,994 miles, the navigation possibilities of the river can hardly be overestimated, as the river falls only a trifle more than four inches per mile from this city to tidewater.

No attempt will be made to describe the natural attractions of the St. Paul surface features in detail. They are merely mentioned here to give some sort of general bird's-eye-view of the natural points of interest.

Attention has been called to the steep, bold, and frowning cliffs, headlands, and bluffs on both sides of the river gorge. Below and beyond these rocky river banks may be found a number of strikingly beautiful terraces. Some enthusiastic geographers have seriously proposed the substitution of the name of Terrace City for St. Paul.

The ice sheet, of about 30,000 years ago, invaded Minnesota and seriously interfered with the drainage system then existing, by blocking up old channels with silt, sand, gravel, and boulders, by filling up the troughs of numerous streams with the same material and by digging out new more or less permanent channels. In this way, there came into being quite a number of lakes, swamps, bogs, and also a number

of creeks and streams. Before the city spread out and began to assume metropolitan proportions, a large number of these watercourses and basins were still in existence; but, when the city began to build sewers and lay water mains, these watercourses and basins were almost destroyed. Even to-day numerous dried-up creek and river channels and former lake basins may be found in many parts of the city.

For a few blocks on Rondo Street the street cars run on the bed of a former stream that flowed through the grounds of St. Joseph's Hospital and on to the river in the direction of Fourth and Jackson Streets where it was crossed by a bridge.

View of St. Paul from the west, showing Harriet Island in the foreground.

In the extreme northeastern district, Lake Phalen, and, in the extreme northwestern part, Lake Como have been preserved. Both lakes are in a beautiful environment, and both offer water sport of various kinds.

St. Paul has no real mountains, though there is some slight evidence of the work of mountain-making forces in the folds of the Mississippi limestone bluffs a few miles south of St. Paul. There are, however, numerous hills in and about the city. All these hills can be put under three heads—bluffs, glacial hills, and dunes, being the result of the

work of the river, ice, or wind. Starting from the Mississippi River northward, these hills appear in regular succession. Near the river are the bluffs, farther out and covering all but the outermost fringe of the city are glacial hills, and just beyond the northernmost fringe are low sand dunes. It is largely due to the river gorge and the hills that St. Paul can offer such a picturesque panorama of hill, dale, and plain, of highlands and of lowlands.

In the southeastern part of the city where the Mississippi makes a sharp turn from the east to the south is one of the most impressive lookout places. It is here that we find a number of small mounds made by the mound builders, presumably Indians who had either adopted the method of burial of the mound builders or who were their lineal descendants.

In many cases the glacial hills were partially or wholly washed away by the water coming from the melting ice. The sand, gravel, and clay, so gained, were carried by the glacial water farther from the ice front and deposited in broad sheets some distance away. In this manner were formed the wash-plains we find in various sections of the city, particularly in Hamline and at the State Fair Grounds.

Because of the abundant supply of ground water, which can easily dissolve the upper layer of bed rock (Trenton limestone) and the softness of the second layer (St. Peter sandstone), St. Paul has numerous caves. Most of them are in the St. Peter sandstone. One of the caves (Carver's Cave) is of historic interest, both because of the semi-sacred character the Indians ascribed to it and also because it was visited and described by one of the earliest explorers of this part of Minnesota.

Many of the smaller caves have been enlarged, and some of them have been entirely dug out by the hand of man for useful purposes. As the temperature in the caves varies

little during the whole year, they form excellent growing places for mushrooms and splendid storehouses for certain kinds of perishable goods.

From many good lookout points the natural beauty of the city can be observed. The bluffs, with their terraced stairways, the river as it flows on, the bridges that span its course, and that man-made skyline of massive business buildings, domes of capitol and cathedral, spires of churches, puffing locomotives pulling loads of freight and passengers, and all the countless indications of a busy city outline themselves before us and form a fascinating picture.

Some of the vantage points from which the city can be seen are the following:

Wabasha Street Bridge.

High Bridge.

Cherokee Heights Drive.

Fort Snelling Bridge.

Indian Mounds Park.

Oakland Street.

Summit Avenue and Ramsey Street near the University Club House.

Linwood Park, St. Clair Street and Victoria Street.

Agricultural School, near Raymond Avenue.

West-Side river bluff, from South Wabasha Street to High Bridge and beyond.

Wheelock Parkway in many places.

Snelling Avenue Reservoir near Otto Avenue.

Rice Street Reservoir.

Glacial Hills, St. Anthony Park.

Roofs of St. Paul sky-scrapers, such as those of the Pioneer Building, Merchants National Bank, Great Northern and Northern Pacific Office Building, Athletic Club Building.

Domes of the Capitol and the Cathedral.

Tower of the Montgomery Ward Building.

What man has done in St. Paul is scarcely less impressive than what Nature did in the dim past, since the site of St. Paul was raised above the ancient sea. It is seldom that, away from the mountains, Nature has prepared so varied, pleasing, and suitable a situation for a city. To its natural attractiveness the citizens have added all the adornments of beauty that are found in its boulevards and parks, the character of its architecture, and the massive homes of industry and commerce.

QUESTIONS

In what respects is the rolling character of the city advantageous?
What are the city's most striking land features?
How has the city changed the surface appearance?
In what part of the city are the natural stairways?
What is the altitude of St. Paul?
Where do you believe is the best outlook?

At some place where you can get a good view of the city, write a description of its landscape features.

CHAPTER IV

THE ICE AGE

The rolling rock leaves its scratches on the mountain.
—Ralph Waldo Emerson

It is evident that, perhaps thirty or forty thousand years ago, the site of Saint Paul was covered by a great ice sheet. It may be asked how we dare to make so strong a statement. When we see rabbit tracks in the snow, we know that a rabbit has been there. We can just as easily discern the tracks—we call them traces—of the great ice sheet. It has left unmistakable evidence of its presence. It would be interesting to take a trip about the city some day in search for the footprints of this ice mountain that could boast of ability to change the whole face of nature.

We should find glacial scratches, glacial hills and lakes, dry old river channels, waterfalls, and many other evidences of a mighty hand at work. Some of the effects of this glacier are so perfect that they seem to have been done by an intelligent artist. These will be explained, and you will see them, too.

This glacier has been called mountainous. It is thought to have been two thousand feet high. It was formed in the very far North and very gradually made its way down into the temperate zone where it must finally have melted away.

Generally speaking, this immense ice sheet extended on the East to the Ohio River and on the West to the Missouri. It advanced and melted and advanced repeatedly. In all there were six advances and six retreats. This process is supposed to have continued for more than 500,000 years.

The first ice invasion, although it extended farther south in Minnesota and Wisconsin, does not seem to have left any effect in Saint Paul. The second invasion, which came from

the western shore of Hudson Bay, made grooves in the limestone (top layer of the bed rock) from one to two feet deep. Such grooves can be found in quarries that have not been filled in. It deposited, also, pebbles and boulders that came from Manitoba. Gravel deposited by this ice sheet is to be found on the bluffs of the Mississippi River south of Pickerel Lake and east toward the High Bridge.

A mountain glacier, showing how it cuts the earth's surface.

After a long interglacial period, there was another advance, called the Illinois invasion. There is likewise little, if any, definite evidence of its effects around St. Paul. Following this invasion, came the Wisconsin ice sheet.

This ice sheet, as it evidently melted in the vicinity of St. Paul, left a ridge-like dump of boulders, gravel, sand, silt, and clay which were dropped from a point a little south of White Bear Lake to Minnetonka. This deposit is called a terminal moraine. This glacier brought a large mass of red-boulder clay (ground boulders) which is still seen in many parts of the city.

The later and last Wisconsin ice sheet reached only the extreme northwestern part of St. Paul (St. Anthony Park), brought a thin gray layer of glacial drift (boulders, gravel, sand, silt, and clay), and moved northeastward to the St. Croix River.

If you wonder how it is possible to know that there were many glaciers and that they produced the effects ascribed to them, a little reasoning will show you. Remember what we said about the rabbit tracks.

Glacial drift.

In all parts of the city is a more or less thick layer of boulders, gravel, sand, silt, and clay that is different from the bed rock below it. Sometimes this layer is only a few inches thick, as in the vicinity of Wabasha and West Seventh Streets. In other places, it is one hundred feet or more in depth, as near the Central High School and along Snelling Avenue from about Como Avenue extending some distance beyond Randolph Street.

This material is unassorted except where flowing water may have separated it according to size. These deposits are called glacial drift. But how do we know that glaciers brought them?

So far as known, there are only two ways in which we can account for their presence. Either they must be of the

original bed rock and formed here, or they must have originated elsewhere and have been brought here. Because they are different from the bed rock, we conclude that they must have been transported from some other source. Then, if they were transported, **how** were they transported? What were the natural agencies that could bear and bring so vast and heavy a load?

Could wind have been the means? Not at all. Fine clay and sand are often carried by wind. Results of this kind are found in some of our western states and northern Africa. It would be impossible, however, for wind to move coarse gravel and large boulders.

Could flowing water produce these results? The finer materials, including sand, coarse gravel, and even boulders, might have been pushed along by a strong current, but it is inconceivable to believe that the gigantic rocks that weigh many tons could have been carried for considerable distances even by a mighty river. Water also would have sorted out the different materials. We must, therefore, find some other solution than flowing water.

The only other natural transporting agency is ice. Will it satisfy the requirements? A broad and deep sheet of ice could carry boulders weighing many tons. Ice alone, too, because it would melt, and as it melted, would dump its load irregularly and without any attempt at assortment, just as we find it. If we accept this theory, it is easy, then, to conjecture how tremendous and powerful these glaciers must have been. From other facts, too, we can tell in what directions they moved and prove that the agency was ice.

An examination of boulders in the vicinity discloses the fact that they usually have one or more flat surfaces. Motion under a heavy glacial load made them flat-sided. If water had been the agency, it would have turned them over and over and tended to make them round. It can easily

be seen that rocks would be likely to sink to the bottom of an ice sheet and to scrape along other hard surfaces.

Then the scratches on the bed rock, sometimes a foot or more in depth, so deep that we may call them furrows, are conclusive proof that some ponderous moving agency carrying on its under side rough substances, which must have been rocks, cut these furrows with irresistible force.

Except for a few sand hills (dunes) in St. Anthony Park, there are just two kinds of hills in and about St. Paul—river bluffs and glacial hills. The river bluffs skirt the Mississippi River and the lower part of Phalen Creek. All the other hills are of glacial origin; that is, they were dumped where they are by melting glaciers.

Broad streams carried some of the terminal moraines away and spread them at a distance in level deposits, called out-wash plains. Riverside, across the Mississippi, Dayton's Bluff, Arlington Hills, and the Merriam Park district are examples. In Hamline there is a red out-wash plain. To the north is a gray, glacial, gravel plain.

Lake Phalen and Lake Como are of glacial origin. Their basins were formed by rings of glacial hills. They are, therefore, called rim-lakes.

It would be difficult to picture a bird's-eye view of the land in this vicinity before the great glaciers transformed it, but it will be easier to gather some conception of the work they did and of the importance and value of their mission. In these we see more of that supreme wisdom that molded and furnished the earth for the dwelling and use of man.

QUESTIONS

How can we tell that glaciers were here?
How can we tell in what direction they moved?
Where in St. Paul can we find mixed gravel pits?
How could a glacier make a hill? A lake?

CHAPTER V

RIVER WARREN

> The ancient voice that, centuries ago,
> Sounded between thy hills.
>
> —William Cullen Bryant

The poet Tennyson has said in one of his poems that "Many a million of ages have gone to the making of man," and in another that "Many an æon moulded the earth before her highest man was born." These lines are not fanciful. They agree with the researches and conclusions of science. The earth is the oldest story book, and this story is an autobiography. It is not told in words but in panorama and picture. It portrays nature's own work.

In Rome, it is said that one of its largest buildings is standing above four ancient levels where other older buildings rested but have crumbled away and have been covered in the advance of the overwhelming years. In somewhat the same way, the earth is fashioning and refashioning its ever changing surface.

> "Where rolls the deep, there grew the tree.
> O earth, what changes has thou seen!
> There where the long street roars hath been
> The stillness of the central sea."

Aside from the effects of the great grinding glaciers, River Warren had the most transforming influence in making the landscape features of our city. We can easily believe that the boys and girls of St. Paul, when it was young, found pleasure in coasting and tobogganing down the slopes in the vicinity of Central Park or east of Wabasha Street. It would, however, require an exercise of the imagination on the part of those boys and girls or for us to understand

how these terraces were formed and to realize that, here, where the laughter of play has arisen or where the din of traffic is now heard, at one time, perhaps twenty thousand years ago, a great waterfall about a mile and a half wide and forty feet high had come thundering down these slopes with a roar that must have resembled that of the great Niagara.

We stand in awe in the presence of this majestic wonder. But stars grow dim and cold, and River Warren, too, was destined to fail. As the glaciers receded, its waters grew less and less until it ceased to flow. When men came, a city arose.

But let us delve a little deeper into the history of River Warren. We have already explained that great streams were formed as the ice of the retreating glacier melted. The glacier that was the source of River Warren came from the region of Hudson Bay and followed the course of the Red River and the present Minnesota. Along this pathway, naturally flowed the great Amazon of the Northwest. At Fort Snelling, it turned eastward. A study of the land formations along the Minnesota River and in the vicinity of St. Paul shows us clearly that the River Warren was wide and deep, far exceeding the limits of the present Mississippi channels.

Down stream, a little beyond Wabasha Street bridge, there was an ancient river channel that the glacier had filled up with gravel, sand, silt, and clay, sometime before River Warren had come into being. When that river grew into its great volume, it washed out the old channel and exposed a very ancient bluff capped by limestone at the upstream end of the old channel, which bluff extended from the present Mississippi channel to Wabasha Street, along Wabasha northward to Fourth, Fifth, Sixth, Seventh, and Eighth Streets, then east by north to Cedar, Minnesota and Robert

Streets to University Avenue and beyond. The water running over this wide bluff made River Warren Falls.

In its upstream movements, the falls hollowed out the soft sandstone underneath the limestone, and big slabs fell off into the river. Such blocks of limestone may yet be seen at the north end of the High Bridge. The pathway made by the retreating River Warren Falls formed a beautiful rock-bound trench, or channel, which may be suitably called the St. Paul Gorge.

Passing Mendota, the falls invaded the present Minnesota River valley for about two miles to a point where all the limestone had previously been removed, and then came to an end, as the sandstone was too soft to allow the formation of a hard crest.

On the river flats of the St. Paul Gorge, are two lakes that are remnants of former river channels. One is near the High Bridge and is called Pickerel Lake, and the other is close to the northern bank, about a mile farther upstream, and is called Crosby Lake.

There are four islands in the gorge. They are:

Raspberry Island, near the Wabasha Street Bridge. The Club House of the St. Paul Boat Club is located on it.

Harriet Island, a short distance south and west of Raspberry Island. The St. Paul Municipal Bath Houses are on it.

A third near the Omaha Bridge is occupied by the power plant of the Northern States Power Company.

Pike Island, near Fort Snelling, is the largest of all and is named in honor of Lieutenant Pike who bought the Fort Snelling Reservation from the Sioux Indians, in 1805.

All these islands consist, for the most part, of sand and silt. They are simply river deposits. The first three are enlarged sandbars, and Pike Island is the delta of the Minnesota River.

River Warren is responsible for the formation of numerous terraces in St. Paul. These consist of a series of benches beginning near the channel or water surface and rising upward and outward. These are either sand and gravel (alluvial) or rock benches. Most of the alluvial terraces have been destroyed by the grading of streets, the filling of low places, and the building of railroads along the flood plains of the Mississippi. One of these terraces can still be seen near the shore of Pig's Eye Lake.

As the great ice sheet melted more and more to the north the main supply of water gradually became less and less, River Warren began to diminish, and was confined to a narrower channel, the old flood plain was left some twenty feet above as an alluvial terrace. There are four terraces extending from the river flats to Summit Avenue. There are others near South Robert and George Streets.

There remains unmistakable evidence of the course and wonder work of this ancient river. As we look out over the terraces and the deeper gorge, we can plainly see the widest course that it carved for itself and again the steps it made as it grew less and less.

"On thy broad terraces of old
No more the Indian's fires
Flare upward to the sky.
Domes, temples, and their spires,
Are lined against the sunset gold
And toiling thousands vie."

QUESTIONS

How can you account for this great river?
Where has it left traces in St. Paul?
What caused this river to dry up?
How were the islands formed in its gorge?
Where can you find some striking terraces in the city?

CHAPTER VI

MISSISSIPPI RIVER

Forever new and old,
Among the living and the dead,
Its mighty, mystic stream has rolled.
—Henry Wadsworth Longfellow

The greatest surface feature of St. Paul is the Mississippi River. The very location of the city is due to the river. If there had been no river here, there would most likely be no city here. When St. Paul was founded, the easiest means of travel and transportation was the river. It brought many of the early explorers to this vicinity and, subsequently, settlers and their supplies. It is, therefore, not only a physical factor but an economic one in the history of this city.

The word "Mississippi" comes from the Chippewa language and means "great river." There is little doubt that the name "Father of Waters" was given to the river by white explorers and pioneers, as there is no record that Indians ever used that expression.

The Sioux name for the river was Haha Wakpa, which means Falls River, the falls being those of St. Anthony. The h's were pronounced like k's, and hence the name would sound to us Kaka Wakpa.

The Mississippi River has had great contentions with Nature to maintain a channel for itself. Glaciers dumped their cargoes across its path, but its dauntless tide could not be thwarted. It made a new way and has rolled on and on. From the surface features that remain and from borings that have been made geologists have shown that it flowed originally from the north through the Minneapolis chain of lakes and, by way of Westcott, entered its present channel

at Gray Cloud Island, about five miles south of South St. Paul. The present channel between Fort Snelling and Gray Cloud Island was made by River Warren and Phalen Creek, which was evidently at one time a fairly large river.

From the Minneapolis lakes the old Mississippi channel extended at a lower level than the bed of Lake Minnetonka westward toward Delano and the north fork of Crow River. It is evident also that the original bed passed under the present bed of the Minnesota River. The old channel of the Minnesota is thought to have joined the Mississippi

The Mississippi River Gorge looking westward.

near Lake Minnetonka, where, as the channels would indicate, each river must have been more than a mile wide.

The "great river" has its source in the Itasca basin, more than 566 miles north-northwest by river from St. Paul. Its length from the Itasca basin to the Gulf of Mexico is 2,553 miles. By the time it reaches our city it has traversed a little less than one fourth of its way to the Gulf.

Its headwaters are 1,535 feet above sea level. It reaches St. Anthony Falls at an altitude of 782 feet and St. Paul at 680 feet. Thus, by the time it reaches St. Anthony Falls, it has dropped over one half of its total slope. Between the

crest of St. Anthony Falls and St. Paul it falls over 100 feet. This fall is interrupted at the Ford plant by a large dam that furnishes operating power. From St. Paul to the Gulf the average fall is 4.1 inches per mile.

The region of the upper Mississippi is practically exempt from damage by floods. The reasons for this are that the rainfall is less than that farther south; as the river runs from north to south, the snow and ice melt in installments; and it has fewer tributaries to increase its volume. The problem has rather been to provide plenty of water than to dispose of too much. The Federal Government has constructed six reservoirs at the headwaters in which to store water when it is plentiful, so that, in times of need, it may be released to raise the level of the lower stream, with special reference to St. Paul. These reservoirs can furnish enough water to raise the water level in St. Paul from 5 to 40 inches, and to make navigation possible for steamers between the St. Croix River and this city.

In order to assist navigation, the river is dredged and wing dams are maintained.

On account of the development of extensive railroad facilities the city is no longer dependent on the river for transportation; but, as freight can be carried more cheaply by water than by rail, efforts are being made to make the river navigable for larger vessels and at all seasons of the year. The Government has authorized the construction of a dam at Hastings, which will insure St. Paul new possibilities of commercial importance.

The Mississippi River drains practically the whole central inter-mountain area of the United States. It flows "from lands of snow to lands of sun." It is a volume of history. Its upper half is picturesque and beautiful. The gorge through which it flows at St. Paul, as we have said, is the most striking feature of our landscape. An intelligent and

appreciative observer, standing on any one of the lookout points that surmount the gorge, will be amazed at the magnificient panorama unfolded to his astonished eye as he looks eastward or westward.

"O river of the melted snows,
From northern pine thy current flows
To sunny lands of palm and rose.

Forever going, never gone,
Thy ceaseless waters lengthen on
From countless dawn to countless dawn.

What song and shout and storied lore
Are thine of men that live no more
To beat thy bosom with the oar!

And in our turn our years and we
Shall know thee not, but thou shalt be
And keep thy tryst with the deep sea."

QUESTIONS

Did this river always flow through St. Paul?
Where did it and the Minnesota meet?
What changed its course?
How did it get its name? What does it mean?
How long is the river? How many feet does it fall?
What is the value of the river to the city?
How is its flow regulated?

Draw an outline map showing the course of the present Mississippi River and the ancient channel described in this chapter.

CHAPTER VII

THE ST. PAUL BED ROCK

Thou sure and firm-set earth.
—Shakespeare

Glacial drift, as explained before, consists of clay, sand, gravel, and boulders. Under the glacial drift is solid rock. In some places the solid rock is only a few inches below the glacial drift. In other places it is several hundred feet below. This solid rock is called bed rock. Bed rock is found everywhere upon the land and even on the sea bottom. It has been calculated by scientists to be from 40 to 50 miles thick. All the loose material that we call clay, sand, gravel, and boulders is nothing but broken-up or decayed bed rock. In St. Paul bed rock can be seen along the banks of the Mississippi, the channel of Phalen Creek, some of the streets that run from Pleasant Avenue to St. Anthony Hill, on Oakland Avenue, and in other places. On the West Side (Riverview) there are many places where bed rock can be seen, especially on South Wabasha Street.

Wherever the bed rock comes to the surface, so that it can be seen, we speak of it as an outcrop. In the places just mentioned there are such outcrops.

In St. Paul there are only two kinds of bed rock that crop out. The topmost layer is Trenton limestone, and the one under it is St. Peter sandstone. The Trenton limestone has recently been divided into three distinct layers: Galena limestone, Decorah shale, and Platteville limestone.

From 10 to 12 feet of Galena limestone, consisting of limestone and shale, can be seen on both sides of the St. Paul Gorge, but particularly at the south side of the High Bridge near the brickyard. The Galena limestone is largely

a conglomerate (cemented pebbles) of black-coated limestone pebbles. This structure goes to show that the original unbroken limestone was softened and more or less broken up by the weather. The rock pieces were then rolled along on the bottom of flowing water, and, being knocked both against one another and the rocky river bed, lost their corners and sharp edges and became rounded. The cement that fastened the pebbles together is dissolved limestone.

In the lower part of this formation are many fossils, among others corals, which are extinct. The fact that corals are found in the Galena limestone shows that at the time when the limestone was laid down the site of St. Paul was covered by a sea.

Fossils are nothing else but imprints, impressions or traces of ancient animals or plants in bed rock. When these animals or plants died, thousands of years ago, the rock in which they are now found was still soft. The dead animals and plants fell on the soft rock and made an imprint of themselves in it. In case the animals and plants were left uncovered by sand, mud, or clay, they decayed and left nothing but their bones. The bones also decayed if exposed to the weather for a long time. If, however, the animal or plant was covered up air-tight with clay or sand of some depth, the mold of the plant or animal was preserved and filled with mineral matter by water to form a perfect cast. The fact that these are marine plants and animals is conclusive evidence of the presence of a sea at the time of formation.

Decorah shale crops out on both sides of the St. Paul Gorge. The largest outcrop is near Pickerel Lake, not far from the south end of the High Bridge. The formation is some 50 to 60 feet thick (wherever it has not been removed) and consists largely of shale (compact layers of clay), though the shale is intermixed throughout by layers of limestone. The whole formation, especially the limestone, is rich in

animal fossils, thus proving the presence of a former sea.

The Platteville Limestone is about 30 feet thick, and is practically all solid limestone, except its lowest layers, in which it gradually changes into shale. It is exposed on both sides of the St. Paul Gorge and is found in St. Paul proper from Wabasha Street along West Seventh Street to Fort

River bluff, showing the St. Peter sandstone overlaid with limestone.

Snelling. Marine life was abundant when this rock was formed in a somewhat shallow sea. Marine algae (a low order of plants) are very common. The animal life included many crawling, swimming, and burrowing wormlike creatures.

The St. Peter sandstone about 150 feet thick is immediately under the Platteville limestone. It is a very white sandstone, consisting of well-rounded sand grains that are barely cemented together. This rock is, therefore, rather porous and easily breakable. It is one of the purest, most unmixed rocks of this vicinity, being more than 99% pure silica, from which glass is made. The rock comes to the surface near Wabasha Street Bridge on both sides of the river, near Carver's Cave, Indian Mounds Park, and various other

parts of the St. Paul Gorge. Numerous fossils of marine mollusks (shell animals) are found in this formation, among others the well-known orthoceras. The fossils found, however, are mere imprints, as their shells (fossil shells are sometimes preserved with very little change) have been dissolved by waters coming from the surface above in the same way as all other limestone matter which had been originally in the rock. Good places for finding the fossils are Dayton's Bluff, Highwood, and South St. Paul.

Below the St. Peter sandstone there are many layers of limestone and sandstone, indicating that wherever there is limestone the site of St. Paul was under a sea about 2,000 feet deep, and that wherever sandstone is found the site presented a shoreline. The fact that there are these different layers of bed rock indicates that wherever limestone is found the site was sinking and wherever sandstone is found it was rising. Thus this site has been repeatedly a moderately deep sea, a shallow sea, and land. These changes must have occupied millions of years.

The abundance of glacial drift in St. Paul furnishes an almost limitless supply of sand and gravel, so necessary for building houses and for the construction of highways. All the sand and gravel necessary for the making of mortar, cement, and concrete is abundant, as shown by the many large and small gravel and sand pits in and about the city. The red glacial drift, brought here by the next to the last ice invasion, is best for building purposes, because it is practically free from limestone pebbles and broken-up shale.

The shale deposits of the Galena limestone and Decorah shale are used for the manufacture of brick and tile.

Platteville limestone has been extensively quarried for building purposes along both banks of the St. Paul Gorge, especially in the West Seventh Street district. Before the use of cement for foundations, Platteville limestone was

about the only material used for this purpose in St. Paul. In the Wabasha-West-Seventh-Street district, Platteville limestone is covered with little or no glacial drift and excavations for cellars must be blasted out of the formation.

As the sand grains of the St. Peter sandstone are round and polished, the rock is not very suitable for cement work. It is, however, extensively used for molding sand in iron foundries and as such furnishes a commercial article of some importance. It has also been found suitable for the manufacturing of sand-lime brick. As it is practically free from iron and lime, it can be used to great advantage for the making of fine glass and pottery. This sandstone is used by the Ford plant to manufacture glass for automobiles.

The lowest bed rock is granite, which must at one time have been molten. The different layers of limestone and sandstone on top of the granite have been formed in later geologic times from igneous rocks (granites and lavas) such as outcrop respectively at St. Cloud and Taylors Falls. The original rock was gradually broken up by such various forces of Nature as water, ice, and freezing.

Within more recent times the whole region has been subjected to several ice invasions. As shown before, the most striking events that took place during and after the ice age are, first, the deposition of glacial drift and glacial hills; second, the formation of a number of lakes; and, third, the work of River Warren in producing the River Warren Falls, the St. Paul Gorge, the lakes in St. Paul and vicinity, and the many rock terraces of the city.

QUESTIONS

Describe the principal kinds of bed rock.
In what order do they lie?
How could the lower rocks crop out?
What evidence is there that St. Paul was once covered by a sea?
Try to find places where the three kinds of rock may be seen.

EXPLORERS
FORT SNELLING
GENERAL SIBLEY

Who dares greatly does greatly.
—Brown

CHAPTER VIII

EARLIEST EXPLORERS

Westward the course of empire takes its way.
—Bishop Berkeley

There is no doubt that a number of explorers traversed the site of St. Paul in the seventeenth and early part of the eighteenth century. Few of them did more than merely roam through the territory. Only brief mention of the prominent ones will be made.

In April, 1700, Charles Le Sueur, with nineteen companions, sailed from the mouth of the Mississippi River as far north as the Falls of St. Anthony. Instead of remaining here, however, he continued up the Minnesota River.

In the fall of 1773 Peter Pond, accompanied by two traders, came up the Mississippi from Prairie du Chien to the mouth of the Minnesota, which, like Le Sueur, he ascended and where with his men he wintered. Their object was to trade with the Indians. Neither Pond nor Le Sueur left any impressions on the future of St. Paul.

Major Stephen H. Long, in the summer of 1817, together with a few adventurers, arrived from Prairie du Chien at St. Anthony Falls. These men were in search of a site for a military post. The major wrote a glowing account of the scenery and "the thunder of the cataract." He, too, examined Carver's Cave. He selected the present site of Fort Snelling, which within two years was occupied by a military detachment.

Giacomo C. Beltrami, in 1823, arrived at Fort Snelling on his way north, hoping to discover the source of the Mississippi. Concluding that the source of the river was to be found in a small lake, he returned to Fort Snelling.

In 1835 George W. Featherstonehaugh arrived by the river at Fort Snelling. He was a geologist and in search of

minerals. In the same year George Catlin visited Fort Snelling. He made paintings of the Indians and made a trip to their pipestone quarries at Pipestone.

As far as St. Paul is concerned, Hennepin alone should have further mention.

La Salle, originally a fur trader at Fort Frontenac on Lake Ontario, conceived the bold idea of exploring the Mississippi River. Having obtained the consent of Louis XIV, he set out in 1679 on his exploring expedition with a crew of about thirty men among whom was Father Hennepin. Crossing Lake Huron, he entered Lake Michigan and arrived at Green Bay. After some serious mishaps, he continued his voyage southward, and, after having overcome many obstacles and difficulties on lakes, rivers, and land, he eventually arrived at a place on the Illinois River not far from the present site of Peoria, Illinois, where he erected Fort Crevecoeur (Broken Heart) in January of 1680. Here Father Hennepin was commissioned to explore the upper Mississippi and, if possible, to reach the source of the Father of Waters. With two companions he sailed to the mouth of the Illinois River, entered the Mississippi, and proceeded northward towards its headwaters. After having passed the mouth of the Wisconsin River, the whole party was taken prisoner by the Sioux. The Indians and their captives continued their trip northward on the river to a little inlet some five miles below St. Anthony Falls. This stopping place was very likely somewhere on the present site of St. Paul. From St. Paul Hennepin was taken by his captors upon an Indian trail to a village on Lake Mille Lacs. After a short time the Indians, going upon their fall hunt, left their prisoners in the village. One of the Frenchmen stayed voluntarily with the Sioux; Father Hennepin, however, and his other companion obtained a boat and went down the Mississippi River until they heard the tremendous roar of a great waterfall. Stop-

ping their boat, they proceeded on land and beheld the largest waterfall in the whole course of the mighty Mississippi. Father Hennepin named this beautiful fall "The Falls of St. Anthony" in honor of St. Anthony of Padua. According to the records kept by the bold explorer, the famous falls were discovered in 1680 on or about October 1.

Jonathan Carver and Lieutenant Pike, on account of their still closer connection with the city, will be the subjects of special chapters following.

QUESTIONS

What Indians occupied the former site of St. Paul?
Tell about Hennepin's discoveries and experiences.
Where has his name been preserved as a memorial?
To what places have the names, Le Sueur, Beltrami, and La Salle been given?
What Indians still live about Lake Mille Lacs?

CHAPTER IX

JONATHAN CARVER

Difficulties are things that show what men are.
—Epictetus

Jonathan Carver was born in Connecticut in 1732. He was of good parentage, received a good education, and served with distinction in the French and Indian War. After peace had been made, he resolved to explore the new territory acquired by Great Britain. Accordingly, he left Boston in the summer of 1766 and arrived at Green Bay in the early fall of the same year. Entering the Fox River in a canoe, he went up that river to its well-known portage (Portage, Wisconsin). Carrying his canoe over the small stretch of land, he continued his voyage down the Wisconsin River to its junction with the Mississippi. After rowing up the Mississippi he arrived at the site of St. Paul some time in October, most likely at the foot of Indian Mounds Park.

Carver, who understood the Indian character better than many other explorers, had no difficulties with the natives. Indeed his relations with them were very friendly, and there is little doubt that the Indians themselves showed him their cave. This cave is in a steep St. Peter sandstone bluff immediately or almost immediately below Indian Mounds Park.

At present, the approach to the cave is rather difficult, as the switching tracks of the Chicago, Burlington, and Quincy Railway are just in front of the cave. The only practical method of approach seems to be a switch-back tunnel (which, let us hope, will soon be built) from the park above.

Carver says that "about thirty" [about ten miles by land or twenty by river is more accurate] "miles below the Falls of

St. Anthony is a remarkable cave of an amazing depth. The Indians call it Waka-Teebe, that is, the 'Dwelling of the Great Spirit.' The entrance to it is about 10 feet wide, the height of it 5 feet."

These dimensions were presumably true when Carver saw the cave. At present the entrance is an unsightly, more or less circular, opening about five feet in diameter. Carver found the entrance by "ascending a narrow steep passage that lies near the banks of the river." During the construction of the tracks of the Chicago, Milwaukee, and St. Paul Railway and those of the Chicago, Burlington, and Quincy Railway, the entrance was doubtless demolished, and the present entrance must be some thirty to forty feet back of the original entrance.

Carver says further, "The arch within is nearly fifteen feet high and about thirty feet broad. The bottom of it consists of fine clear sand. About twenty feet from the entrance is a lake, the water of which is transparent and extends to an unmeasurable distance, for the darkness of the cave prevents all attempts to acquire a knowledge of it. I threw a small pebble towards the interior parts of it with my utmost strength. I could hear that it fell into the water, and, notwithstanding it was of so small a size, it caused an astonishing and horrible noise that echoed through all those gloomy regions. I found in the cave many Indian hieroglyphics which appeared very ancient, for time had nearly covered them with moss, so that it was with difficulty that I could trace them. They were cut in a rude manner upon the inside of the walls which were composed of a stone so extremely soft that it might be easily penetrated with a knife, a stone everywhere to be found near the Mississippi."

There is no doubt that Carver had been a great friend of the Indians. Still, there is some doubt concerning the grant of land reported to have been made to Carver and his lawful

heirs. The tract of land said to have been given to Carver embraced a considerable and valuable stretch of land on the east bank of the Mississippi to the south end of Lake Pepin. In the appended deed a detailed description of the land grant may be found.

The preface of the 1781 London edition of Carver's book contains the following "deed." "To Jonathan Carver, a chief under the most mighty and potent George the Third, King of the English . . . . . in return for the many presents and other good services done by the said Jonathan to ourselves and allies, give grant and convey . . . . the whole of a certain tract of land, bounded as followed: (viz) from the fall of St. Anthony on the east bank of the Mississippi, nearly southeast, as far as the south end of Lake Pepin, where the Chippewa river joins the Mississippi, and from thence eastward, five days travel, at twenty English miles per day, and from hence north six days travel, at twenty English miles per day, and from thence again to the fall of St. Anthony, on a direct straight line . . . . . reserving for ourselves and heirs the sole liberty of hunting and fishing on land not planted by the said Jonathan, his heirs and assigns, to which we have affixed our respective seals at the great cave, May the first 1767.

Jawnopawjatin his mark.
Otohtongoomlisheaw his mark."

The grant included all that part of Minneapolis east and south of the St. Anthony Falls, all St. Paul, (except the West Side, or Riverview), Stillwater, Eau Claire, and many other towns in Minnesota and Wisconsin.

In 1848, a grandson of Jonathan Carver visited St. Paul in order to obtain some record of the deed, or some evidence that might throw light upon the matter. The search was in vain and, upon appealing to Washington, the commandant of Fort Snelling was ordered to make an investigation. The adverse report of the commandant induced Congress to take no action in the matter.

In his book (Travels Through the Interior Parts of North America in the Years 1766-67-68. London, 1781) Carver reports an Indian funeral oration which he claims to have

heard, most likely, in Indian Mounds Park and which furnishes the background for a beautiful poem by the German poet Frederick Schiller. This poem found such favor among English-speaking people that two English poets, Sir Edward Bulwer and Sir John Herschell, and one American poet, E. A. Bowring, translated it into English. We give here a few verses of Sir John Herschell's version, slightly altered.

THE NADOWESSIAN'S DEATH LAMENT

See, where upon the mat he sits
Erect before his door,
With just the same majestic air
That once in life he bore.

But where is fled his strength of will,
The whirlwind of his breath?
To Manitou to whom he sent
The peace pipe's mounting wreath.

* * * * * *

The hatchet place beneath his head,
Still red with hostile blood;
And add, because the way is long,
The bear's fat shanks for food.

The scalping knife beside him lay
With paints of gorgeous dye,
That in the land of souls his form
May shine triumphantly.

The cave was located by Lieutenant Pike in 1806 and by Featherstonehaugh in 1835. Both explorers were prevented from entering by fallen debris that blocked the entrance. Nicollet seems to have entered it in 1837, as he reports that Carver's description of the cave was correct. In 1867, the Minnesota Historical Society celebrated the centennial of Carver's Grant of Land and a committee of the society among whom was Father John Ireland entered the cave to a

depth of 112 feet, to a point where another cave some hundred feet up-river was discovered, separated from Carver's Cave by a small stream. In 1913 the Mounds Park Improvement Society, under the leadership of J. H. Colwell, tried to explore the cave thoroughly and open it to the public as an adjunct or rather main point of attraction of Indian Mounds Park. This serious attempt failed because the exploration was stopped by high water and other physical obstacles.

On account of its mysterious character and historical interest it is very probable that the cave will be further explored and that easier access will be provided.

QUESTIONS

By what route did Carver reach the Mississippi?
How was he received by the Indians?
Where is the cave that was named for him?
Try to make a trip to it.
What grant of land was made to Carver?
Give several reasons why you think that Carver's Cave should be explored and preserved.

CHAPTER X

ZEBULON M. PIKE

What he greatly thought he nobly dared.
—Homer

Soon after the United States had purchased the province of Louisiana from Napoleon, the Federal Government sent out several exploring expeditions into the new territory. The first expedition was headed by Lieutenant Zebulon M. Pike.

Lieutenant Pike ascended the Mississippi River and on September 21, 1805 arrived at the site of St. Paul. He says in a record of his expedition: "Embarked at a seasonable hour, breakfasted at the Sioux village on the eastside" [of the Mississippi River, now a part of St. Paul]. "It" [the village] "consists of eleven lodges, just below a ledge of rocks" [Indian Mounds Park]. "The village was evacuated at the time, all the Indians having gone out to gather wild rice. About two miles above " [Indian Mounds Park] "saw three bears swimming across the river, but at too great distance from us to have killed them; they made the shore before I could come up with them. Passed a camp of Sioux of four lodges, in which I saw only one man, whose name was Black Soldier. The garrulity of the women astonished me, for at the other camps they never opened their lips; but here they flocked around us with all their tongues going at the same time. The cause of this freedom must have been the absence of their lords and masters. We made our camp on the big island" [Pike Island] "opposite St. Peter's" [Minnesota River].

"September 23, 1805. Prepared for the council which we commenced about 12 o'clock. I had a bower or shade

made of my sails, on the beach, into which only my gentlemen [traders] and the chiefs entered. I then addressed them in a speech, which, though long and touching on many points, had for its principal object the granting of land at this place [Fort Snelling], the Falls of St. Anthony, and St. Croix [river] and making peace with the Chippewas. It was replied to by [three chiefs]. They gave me the land required, about 100,000 acres [for] $200,000 and promised me a safe passport for myself and any [Chippewa] chiefs I might bring down, but spoke doubtfully with respect to peace. I gave them presents to the amount of $200, and, as soon as the council was over, I allowed the traders to pass out to them some liquor, which, with what I myself gave them, was equal to 60 gallons. In one half hour they were all embarked for their respective villages."

Upon his return from the upper Mississippi, Lieutenant Pike was ordered to lead an exploring expedition through the very center of the territory obtained by the Louisiana Purchase. On this trip, he discovered the well-known mountain giant, called in his honor Pike's Peak. The country through which Pike was traveling being practically unknown, Pike lost his way, wandered into Spanish territory, and was arrested by the Spanish authorities. Upon proper identification, he was promptly released.

QUESTIONS

What was the object of Pike's expedition to St. Paul?
Relate some of his experiences.
How much an acre did the land Pike got of the Indians cost?
To what surface features is his name attached?
How many acres are contained in the Fort Snelling reservation?
Write out your reasons why the government should maintain this and similar forts.

CHAPTER XI

FORT SNELLING

To be prepared for war is one of the most effectual means of preserving peace.

—George Washington

Fort Snelling, at the junction of the Mississippi and Minnesota rivers, lies opposite the southwest corner of St. Paul. Half of the bridge over the Mississippi River connecting the city with the fort is within the jurisdiction of St. Paul. Fort Snelling is easily reached by street car and private conveyances, as it is only about four miles from the loop district of St. Paul.

As stated before, the site of Fort Snelling was bought from the Sioux by Lieutenant Pike in 1805. Still, on account of the circumstances mentioned below, it was not till 1819 that the Federal Government took any active steps to erect a military post. Although the Louisiana Purchase and the War of 1812 had put an end to British claims south of the Canadian border, the London government complied reluctantly with the written agreements entered into with the American government. As late as 1815 and later, British influence was almost supreme from Prairie du Chien to the Lake of the Woods, and from Lake Superior for hundreds of miles westward. The profitable Indian trade of this vast region remained in the hands of the Northwest Company, a British concern. During the War of 1812, the company's higher officials were made British military officers. Up to 1819 Minnesota, though nominally belonging to the United States, was practically a British dependency.

In the meantime the American Fur Company, founded by John Jacob Astor, had received a charter in 1808 from the

state of New York, which charter had been confirmed by the Federal Government, and had accordingly extended its trade area to the upper Mississippi valley. Despite an agreement made by the Northwest Company and the American Fur Company, according to which the Northwest Company was to confine its activities to Canadian territory, well organized smuggling parties of British traders succeeded in selling large stores of goods, including liquors, to the Indians in American territory. What, however, aroused American feelings particularly was the fact that the British traders were quite successful in undermining the loyalty of the American Indians by gifts and the distribution of British flags and medals.

John Jacob Astor was not slow to take advantage of these conditions in inducing Congress to pass a law in 1816 for the purpose of regulating the American Fur Trade. The chief section of the law provided that "licenses to trade with the Indians, within the territorial limits of the United States, shall not be granted to any but citizens of the United States, unless by the express permission of the President."

No doubt Astor was also instrumental in inducing John C. Calhoun, then Secretary of War, to order the establishment of a military post in the upper Mississippi valley.

Pike had bought two strategic tracts of land from the Indians for the purpose of erecting a military post, one at the mouth of the St. Croix, and the other at the mouth of the Minnesota. In 1817, Major Long, who had been sent by Calhoun to select the most suitable of the two sites, chose the one at the mouth of the Minnesota River.

This decision was of great importance both to the city of St. Paul and the state of Minnesota. There is little doubt that, had Long decided in favor of the mouth of the St. Croix, St. Paul would have been located in the same place. The present loop district of St. Paul would then still be the

swampy, marshy tract it once was, perhaps the pasture of some farmer whose house would now stand, perchance, where the beautiful State Capitol of Minnesota is. Or, there might have been a village of water-side characters, living on fishing and clamming, where we now find the sky-scrapers of St. Paul. It is, also, highly questionable whether a city located at the mouth of the St. Croix might have been successful in obtaining and retaining the seat of the state government. It is even by no means impossible that St. Paul might have been located in the state of Wisconsin.

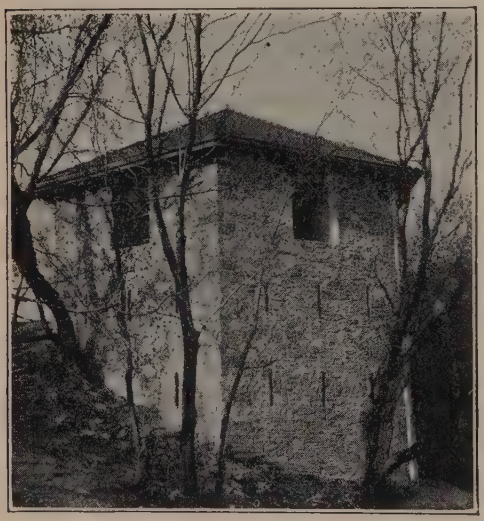
The bulk of the land bought from the Indians was in the fork of the two rivers and extended a short distance beyond the St. Anthony Falls, including the best residential and business sections of Minneapolis. Westward, the tract usually called Fort Snelling Reservation extended over five miles up the Minnesota River. The reservation spread across the Mississippi to the St. Paul bank of the river, including practically all the district bounded by West Seventh Street on the north and terminating in the northeast about the present Seven Corners of St. Paul. This large tract of land, altogether too extensive for military purposes, was reduced several times. The last reduction in 1871 restricted it to its present area.

In 1819, Col. Henry Leavenworth was ordered to leave Detroit with a troop of about 300 soldiers; cross Lake Michigan to Fort Howard, on Green Bay; take the river route up the Fox River; portage his troops and supplies to the Wisconsin River; proceed down that stream to its junction with the Mississippi; and then canoe up that river to the site selected. It is worth while to relate at least one of the many noteworthy incidents this troop of soldiers under valiant Col. Leavenworth experienced on this long and arduous trip from Detroit to the mouth of the Minnesota.

Camping on the shore of Lake Winnebago, Wisconsin,

the Colonel, in an interview with the chief of the Indians of this region, asked for permission to pass through his territory. The chief replied, "My brother, do you see the calm, blue sky above us? Do you see the lake that lies so peacefully at our feet? So calm, so peaceful are our hearts towards you. Pass on."

Upon the arrival of Col. Leavenworth at the site selected, he started preparations for the building of the military post. He selected a place on the right bank of the Minnesota not far from where the village of Mendota now is, cleared the land of timber, built a number of log houses, and surrounded the whole cantonment with a stockade. Considering the available facilities, the quarters provided for the garrison were as comfortable and secure as could reasonably be expected. Because of the friendliness of the Indians of the vicinity, the dwellers of St. Peter's, as the military post was first called, the Minnesota River being then called St. Peter River, were fairly happy and contented.



Early blockhouse erected at Fort Snelling.

The first winter, the one of 1819—20, was severe, and the people of St. Peter's suffered considerable hardships. Among the soldiers, scurvy broke out, and about one half of them

died. As all medical aid was hundreds of miles away, the small white military establishment was almost in danger of being wiped out. When spring came, the Indians brought large quantities of spignot root (an aromatic, medicinal root, used when dried and ground, most likely the root of meum or baldmoney), which put an end to the dread disease. To prevent a recurrence of this malady, gardens were made, as soon as the weather became favorable, and the abundant supply of vegetables raised put new life and confidence into the survivors. Besides, better and more substantial quarters were erected on the right bank of the Mississippi, about 300 yards west of the present location. This new cantonment was called Fort Coldwater.

The disease of 1819—20 was not only attributable to the lack of suitable food, but also to the villainy of a number of army contractors or their agents, who, in order to lighten the boat loads of supplies, upon leaving St. Louis, poured the brine from the barrels of pork and replaced it with river water.

Col. Leavenworth, to all intents and purposes, made the first permanent settlement of white people in the northwestern wilderness. The place (at St. Peter's), which he first selected as a site for his post, was, taking everything into consideration, perhaps the best possible under the circumstances. He certainly examined the land carefully and, though observing the magnificent location of the present site in the fork of the two rivers, thought it best, for the time being, to locate his cantonment in the sheltered river bottoms. An examination of the records of the weather bureau vindicates Leavenworth's selection. The present location is perhaps the most exposed place to winds, storms and tornadoes, within 50 miles of the Twin Cities.

The builder of this far-flung white outpost, having scarcely gained a foothold in the northwestern wilderness,

was called away to other duties. He was succeeded by Colonel Josiah Snelling. He selected the present site, perhaps the most beautiful location of any settlement along the whole course of the great river. He went to work vigorously to establish a suitable and permanent military post, and in this he succeeded so well that, when Major General Winfield Scott inspected the fort in 1824, he was so pleased that he recommended that the name of the fort, which had been

Round tower at Fort Snelling. This, too, was a fortress against Indian attacks.

known as Fort St. Anthony, be changed to Fort Snelling.

No better place could have been selected for a bridgehead or military fort against invasion or attack. Even in modern warfare it would be eminently suitable for military purposes.

Lawrence Taliaferro was sent by President Monroe in 1819 to this wilderness post as Indian agent. He was an impetuous, ambitious, self-confident man, who, however, for more than twenty years was the highest and most influential civil federal official of the upper Mississippi valley. His policy was threefold:

1. Establishment of peace among the various Indian tribes.

2. Protection of the Indians against aggressive and unfair whites.

3. Promotion of agriculture among the Indians.

On the whole, it must be admitted that he tried very seriously to carry out his policy, but his efforts were doomed to almost complete failure. No doubt he lacked the tact of an administrative [illegible]er, and yet it can not be denied that he stood for what was [illegible]l right.

His journals and letters throw a flood of light upon himself and the life and events at Fort Snelling. It was Taliaferro who performed the marriage ceremony of his house servant Harriet Robinson and the famous negro Dred Scott.

Reference has been repeatedly made to the reluctance with which Great Britain relinquished her former possessions in the Northwest and her intrigues with American Indians. It is a well-known fact that as late as 1819 the Minnesota Indians were far better acquainted with the British Union Jack than with the Star Spangled Banner, as is evident from the fact that Taliaferro was successful in obtaining the relinquishment by the Indian chiefs of 36 medals of George III, 28 British flags, and 18 gorgets (badges for commissioned officers).

Though Taliaferro tried most earnestly to promote neutrality between the Sioux and Chippewas, he was not very successful in this attempt, as shown by the bloody, treacherous, and entirely unprovoked attack on a number of Chippewas by the Sioux in 1827, scarcely a mile from his own habitation.

In the case referred to, Col. Snelling had to resort to harsh measures to induce the Sioux to surrender the murderers. Upon their being brought in, the captives were surrendered to the Chippewas for punishment. Five of the guilty ones

were condemned to run the gauntlet, and thus met their death before a large number of cruel spectators.

In his relations to the white traders, camp followers, and hangers-on, Taliaferro was equally unfortunate. To judge from his words, they must have been highly unscrupulous and offensively dishonest in their dealings with Indians, who were certainly their superiors in all those things that go to make a man. The agricultural experiment Taliaferro tried with Chief Cloudman went scarcely beyond the first stage. Making all kinds of allowances both for Taliaferro's limitations and the meanness of opportunity offered to him, in his savage environment, we can hardly help saying: "He tried and failed, but he tried."

Dred Scott, a negro, the plaintiff in the famous Dred Scott Case, the most important slavery case in the history of the United States, was in Fort Snelling from 1836 to '38. Dr. Emerson, an army surgeon, had taken Dred Scott, his slave from Missouri, a slave state, to Illinois, a free state, and afterwards to Fort Snelling then in Wisconsin Territory, a part of the former Northwest Territory which was also free territory. In the fort, as referred to before, Scott was married to Harriet Robinson, also a slave. In 1838, Dred Scott was taken to St. Louis. Suit was brought by Scott to determine whether he could be kept in slavery after having resided in free territory. The case was taken finally to the United States Supreme Court, where it was decided that, being a negro, he was not a citizen. This decision left him in slavery and without recourse.

The decision was almost startling. It tended to strengthen both North and South in their convictions in regard to slavery and made it evident to the North that war would be inevitable.

There were several other important national events with which Fort Snelling was more or less intimately connected.

Also, it should not be forgotten that some commandants of the fort, later on, gained a national reputation. Certainly, Lieutenant Colonel Zachary Taylor did not dream of ever occupying the White House, when, in the winter of 1829-30, he looked over the ice-bound Minnesota River and saw the dreary white wilderness at his feet. Nor did the trim Captain Tecumseh Sherman ever think of becoming the second in command of the military forces of the United States, when he was sentencing a half-breed soldier at Fort Snelling to two weeks in the guardhouse for violation of military regulations.

The old round tower and the blockhouse are still standing and are preserved for their historic interest.

Here are still maintained Infantry, Artillery, Cavalry, and modern auxiliary equipment. The site is being constantly improved. The new bridge leading from the fort to the Mendota side of the Minnesota is a marvel of constructive art, enhancing the convenience and appearance of a situation already beautiful.

QUESTIONS

What was the first name of this fort?
Who gave it its present name?
How large was it formerly? How large now?
What bearing did the fur company have on Fort Snelling?
Who chose the present site for this fort?
What hardships were suffered by early settlers?
Why is this a good situation for a fort?
What trouble arose between the Indian tribes?
With what national events and men has the fort been connected?

CHAPTER XII

SIBLEY, THE FRONTIERSMAN

The pioneer of progress and achievement.
—Benjamin Harrison

Measuring a man at his true value, not so much from the point of view of great achievement as from that of what he was, General Henry Hastings Sibley was one of the greatest men that ever trod the streets of St. Paul. Of distinguished parentage—his father was Judge Sibley of Detroit, Michigan—young Sibley received a good education in academies, from private tutors, and in a law school. Law, however, had no charm for him. The unknown wilderness of the West from which stories of high adventure and romance found their way to the law student's heart made him long for the forest primeval north and west of Detroit. His father sympathized with young Henry and helped him to gain positions in trading houses, where the young man came into intimate touch with the Indian trade beyond the frontier. In 1829 he entered the services of the American Fur Company at Mackinac. Though his duties comprised considerable clerical work, his heart was in the errands he was asked to do at far distant points. It was on these trips through the wilderness that he acquired that skill with rifle, rod, and canoe that established his reputation among Indians and frontiersmen. His worth being speedily recognized by the fur company, he was promoted to posts of great respon-

Gen. H. H. Sibley.

sibility. Sibley, being a young man of thrifty habits, gradually amassed capital which, in addition to what he received from his father, was enough to obtain for himself a partnership in the Astor company, for which he became agent.

So great was the confidence the fur company placed in him that in 1834 he was made manager of the American Fur Company of the Upper Mississippi Valley. From his arrival at Mendota in the fall of 1834 until his death in 1891, "Sibley is," says Folwell, "easily the most prominent figure in Minnesota history." In addition to his services in behalf of the fur company, Sibley was persistently drafted by his admiring neighbors and friends for public service. The Indians, half-breeds, Canadian voyageurs, and frontiersmen respected, trusted, and loved him. It is no exaggeration to say that his influence with the pioneer population of Minnesota was greater than that of government officials. Shortly after 1837 the business of the American Fur Company began to decline because of the unfair competition of unlicensed Indian traders who by trickery, particularly the sale of the deadly "firewater," succeeded in obtaining the lion's share of the fur business. Eventually in 1842, the American Fur Company went out of business, selling its interest to a St. Louis concern.

Sibley led many hunting expeditions of Indians and trappers to the north and northwest of Mendota, usually giving his followers a great feast before departure. On one occasion, he entertained with a bounteous feast something like 1,000 Indians, including women and children. In 1841, accompanied by 150 Indian warriors, he headed an expedition to a hunting field about 200 miles from Mendota. On this seventy-day trip his party killed 2,000 deer, 60 elk, many bears, a number of buffaloes, and 6 panthers.

In 1838, Sibley was appointed Justice of the Peace, the

first civil office in what is now Minnesota. In 1848, he was elected a delegate to Congress and succeeded in having a bill passed that established the Territory of Minnesota. He was re-elected in 1849 and again in 1850. In 1855, Dakota County elected him a member of the territorial legislature. After Minnesota had been admitted as a state, Sibley became its first governor. In 1862, he moved to St. Paul, where he

The Sibley home at Mendota. This building has been preserved and houses many memorials of St. Paul history.

continued to reside till the time of his death. In the same year, Governor Ramsey appointed him commander of the militia which was to suppress the Sioux outbreak. He defeated the Indians, released their white captives (about 250, one of whom is still living in St. Paul), and took about 2,000 Sioux prisoners. Of the 303 Sioux condemned to death because of their fearful cruelty, only 38 were executed. Sibley served in many civic capacities until his death in 1891.

In 1836, Sibley built in Mendota the first residence of stone erected in Minnesota. The building, having been repaired, is still standing and is at present owned (thanks to the generosity of Archbishop Ireland) by the Daughters of the American Revolution. It was in this house that all his children were born. The political boundaries in the eventful years of 1834—62 were so changeable, that each child, though born in the same room, was, strange to say, born in a different political unit, the oldest one in Michigan, the second in Wisconsin, the third in Iowa, the fourth in Dakota, the fifth in the Territory of Minnesota. and the youngest in the state of Minnesota.

It was here also that Sibley entertained, hospitably and lavishly, practically all the distinguished men that visited this section of the country. The more prominent of Sibley's guests were Governor Lewis Cass of Michigan, Major Long of the United States army, Schoolcraft, the explorer of the source of the Mississippi, Jean Nicollet, the explorer of the upper Mississippi and Minnesota rivers, Lieutenant John C. Fremont, the Pathfinder, George Catlin, the noted author of a book on North American Indians, Captain Maryatt, the well-known author of many sea stories, and Governor Ramsay, the first territorial governor of Minnesota. Here, in fact, Sibley lived a happy life till 1862, when he moved to St. Paul.

In 1839, there was a sharp dispute between the United States and Great Britain concerning the Maine boundary. The dispute assumed such a threatening character that public opinion became highly inflamed. The newspapers of the day brought out fiery articles and editorials. In short, the United States and Great Britain were on the brink of war. Congress passed a bill authorizing the enlistment of 40,000 volunteers and granting $10,000,000 for expenses necessary for a military enterprise.

It was just about the time when the relations between the two nations had reached a critical stage that Captain Maryatt was a guest of Sibley at Mendota. Maryatt, who had served in the British navy, became violently abusive of the American claims. The courteous host, never for a minute forgetting his obligations toward a guest, attempted to answer quietly and temperately these abusive attacks. The Britisher, mistaking the genial courtesy of Sibley for cowardice, easy-going tolerance, or lukewarm patriotism, continued ranting about Britain's cause and became actually insulting. He intimated to Sibley that he would show a thing or two to these Yankees when his commission as Commander-in-Chief of the British Naval Forces on the Great Lakes should arrive. Even then Sibley continued to be the affable and friendly host. Maryatt, however, went one step further. While Sibley was in church, Maryatt began to undermine the loyalty of about 60 Sioux warriors, in trying to persuade the Indians that, in case war should break out, they should lift their tomahawks for their "mother-country." After Sibley detected the vicious plot and charged the combative Britisher with his offence, Maryatt stoutly denied his guilt. Sibley, however, had indisputable evidence and politely but firmly requested the Captain to leave his house.

Some of the squatters of the Fort Snelling Reservation who were ejected from the fort in 1840 took various holdings in what now is St. Paul and thus became the founders of the city. Whatever stretches of land they occupied upon the future site of St. Paul they held merely as squatters, as there was no federal land office within reach. When, however, in 1847, the United States government began to survey land west of the St. Croix River and in the vicinity of St. Anthony Falls, the St. Paul pioneers became uneasy as to their titles. Accordingly, they formed a loose organization and had some 90 acres, including the business part of the village, surveyed

and platted, meanwhile awaiting anxiously the opening of a land office at St. Croix Falls. Eventually, in the summer of 1848, the office was opened. Such was the confidence these hardy pioneers had in Sibley that they commissioned him to bid for all parcels of land in his own name and then reconvey them back to the real holders. Practically the whole male population of St. Paul accompanied Sibley to St. Croix Falls. Each settler was armed with a club, and, when the holdings were offered for sale, they watched the bystanders closely, ready, no doubt, to use their primitive weapons, should anybody else, besides Sibley, have the hardihood to offer a bid. Sibley had great difficulties in reconveying the land bought, especially with his French Canadian clients, who firmly believed that their property was safer in Sibley's name than in their own.

In 1849, Sibley, as a delegate to Congress, was successful in having a bill passed that provided for the formation and organization of the Territory of Minnesota. As Sibley was a particular friend of Senator Douglas (of Lincoln-Douglas debates fame), the Illinois senator wished to do a favor to Sibley in proposing to make Mendota instead of St. Paul the capital of the territory. Sibley, however, opposed this proposal and insisted vigorously upon the location of the capital in St. Paul. Here, again, is an instance of the high-mindedness of the man; if he had consented to the change, his real estate holdings in Mendota would have made him a very rich man.

St. Paul was a town of something like 10,000 inhabitants when Sibley moved from Mendota to St. Paul in 1862. He was chiefly responsible for making St. Paul the capital of Minnesota. This event made St. Paul the most conspicuous settlement in the former territory, in giving it the widest publicity at a time when publicity meant life or death to the straggling and struggling pioneer settlements of Minnesota.

St. Paul thus owes much to General Sibley. It seems to have been more within his power than in that of any other man to settle the destiny of this city.

Sibley was pre-eminently a Minnesota man and a resident of St. Paul. His sphere of action was necessarily limited to the confines of the state and the city. Even in Congress, though keenly alive to all the big questions of the day, he did not become conspicuous nationally, largely because his heart was in Minnesota. No doubt he had the ability and the personality to play as important a part in national affairs as he played in state matters and municipal problems, but he was by choice and preference a frontiersman. What attracted him and called forth his intense interest was the simple, unaffected life of the trapper, the Indian trader, the half-breed, the full-blood Chippewa or Sioux, and the affairs of the pioneer whites of St. Paul and Minnesota. He shunned, as much as he could, the conventional life of the East and the complicated, intricate problems of national scope. For all that, he was a man, every inch.

QUESTIONS

What moved Sibley to come west?
In what business did he engage?
What kind of man and citizen was he?
How did he treat the Indians?
What political offices did he hold?
What distinguished men visited him?
What bill did he have passed in Congress?
Tell about the treaty he made with the Indians.
How can Sibley be said to be the founder of St. Paul?
Visit the Sibley house and write a story about it.

INDIANS

I beheld our nation scattered,
Saw the remnants of our people
Sweeping westward, wild and woeful
Like the withered leaves of autumn.

—Henry W. Longfellow

CHAPTER XIII

CHIPPEWAS AND SIOUX

Those intrepid and unflinching men
Who knew no homes save ever-moving tents.
—Ella Wheeler Wilcox

When white men first came to the vicinity of St. Paul, they found the territory occupied by two powerful tribes of Indians, the Chippewas, occupying, in general, the lands east of the Mississippi, and the Dakotas, or Sioux, occupying the lands west of it.

Big Dog, Chippewa Chief.

THE CHIPPEWAS

The Chippewas belong to that great group of Indian tribes called by the early French explorers the Algonquins, who had occupied all the territory on the Atlantic coast from the Gulf of St. Lawrence to the James River in Virginia and extended westward to the Mississippi River and north to Lake Itasca and Hudson Bay.

In their midwestern home the Chippewas lived almost without exception in forests. Their wooded territory was full of lakes and streams. Here, living in tepees and villages, they found food, shelter, and clothing.

Their history is principally a record of wars against those tribes that pressed them from the East and the Sioux who confronted them on the West. Defeated in the East, they were, nevertheless, successful in driving and keeping the Sioux to the West of the Mississippi. The struggle between

these two tribes for possession of this immediate site was a bitter one and engendered a lasting hatred. Two scenes of battles, pioneer writers say, are Battle Creek Park and Mendota.

Like practically all other Indians, the Chippewas lived by hunting, trapping, fishing, and, to a small extent, by raising corn and pumpkins. Within the woods were moose, bear, elk, and deer. Their weapons were bows made of hard wood or bone, sharp stone-headed arrows, and spears tipped with sharp bone points. Animals were trapped or caught in deadfalls, and fish were taken in nets made of the inner bark of

Famous Indian birch-bark canoe.

cedar and basswood and nettle fibers. Knives were made from the ribs of moose and awls from the thigh bone of the muskrat.

Clothing was made of furs and hides. Roughly shaped kettles and pots were made of clay. Wigwams were made by bending over and twisting together young trees and covering them with hides. A hanging mat sufficed for a door.

Compared to the conveniences of white people nearly all their tools and implements were very crude. In three respects, however, they have excelled the palefaces. The moccasin, the snowshoe, and the birch-bark canoe could hardly be improved for such a life as Indians lived.

Although harsh and cunning in warfare, the Chippewas were strictly honest and very hospitable. The peaceful stranger was sacred and the best they had was given to him. When the French explorers came into contact with the Chippewas, they were received with open arms. These explorers and missionaries captured their hearts by kind and considerate treatment. It was only later that adventurers of other nations unfortunately did a good deal to engender in them a hatred against the whole white race.

The coming of the white man had a profound influence on the monotonous life of the Chippewas. They threw away their crude kettles and pots for copper and brass ware. Instead of bows and arrows and spears, they used the gun, the steel knife, and the metal tomahawk. Instead of taking game for use only, the value of the skins of fur-bearing animals became an incentive to become butchers and trappers. Vast numbers of animals were killed.

Changes were also made in their manner of dress and in their personal habits. Firewater became a curse. Diseases that had been unknown were now contracted. And yet in many respects the white man exerted a beneficial influence.

The Indians were taught mercy and charity; and churches, schools, and hospitals were provided for them. The government also, for the most part, gave them very fair treatment. In the short space of a generation, however, it could not be expected that they should make the same progress which it had taken centuries for the white man to make. In the struggle between the two races they were destined to failure to keep pace with the trend of civilization and were gradually removed to reservations.

The treaty of Fort Snelling, made in 1837, provided that a large part of their lands east of the Mississippi should be ceded to the federal government. In 1847 another treaty was made by which more lands were ceded. Henry M. Rice,

former U. S. Senator, of St. Paul, was one of the commissioners who induced the Indians to sign this treaty. In other treaties they disposed of all their lands and they were placed on reservations in the northern part of the state.

Hole-in-the-Day was one of the most prominent Chippewa chiefs. In 1851 he addressed a public meeting in St. Paul and complained bitterly of the wrongs he believed that his people had suffered. He charged that they had to go too far to receive their money and that poor food producing disease had been dealt out to them.

The following is taken from this speech.

"Though we have sold the greatest portion of our lands, we have gained nothing by it. We are poorer than ever. The more treaties we make, the more miserable we become."

The chief family names of the Chippewas were Loon, Bear, Crane, Martin, Catfish, Wolf, Eagle, Rattlesnake, Goose, Lynx, Cormorant, Beaver, Reindeer, and Merman.

THE SIOUX

During the early days of St. Paul the Sioux, or Dakotas, lived on the west side of the Mississippi. They were a very large tribe, occupying the vast area from the upper Mississippi to the Rocky Mountains. They regarded themselves as the most powerful Indian nation. Indeed, they were of the opinion, before their chiefs had visited the Great Father at Washington, as they were accustomed to call the President, that the United Dakota nation, under the leadership of their best war chiefs, would prove more than a match for the white invaders.

The territory in which they lived, unlike that of the Chippewas, was almost free of timber except near watercourses and in the foothills of the Rockies. The Sioux in this region were, therefore, aptly named Prairie Indians.

Before these Indians disposed of their lands to the

government they lived almost exclusively by hunting and fishing and on wild plants, berries, fruit, deer, buffaloes, wild ducks, and geese. In swampy regions and shallow lakes and river bottoms they gathered wild rice.

It was a unique custom when an Indian chief or his head men visited another settlement for the resident chief to serve dog meat as a delicacy out of respect for his guests.

The Sioux had summer houses and winter houses. The summer house was a rude structure made of bark supported by a framework of poles. When they secured their supply of meat they built winter tepees of buffalo skins. About twelve poles formed the framework which was covered with eight buffalo skins, fastened together with sinews. The floor was covered with hay on which buffalo robes were spread. Such a tepee was comfortably warm even in the coldest weather.

A Sioux Chief in full native costume.

Their axes and knives were made of stone. Their arrows and spears were headed with deer horn, stones, and the white ligament of the neck of the buffalo, which became hard like iron. The tough skin from the neck of the tortoise furnished bowstrings.

They cooked their food in earthen vessels which they made, or placed it on skin or bark in a hole in the ground where it was cooked by means of heated stones. The stomach of the deer was used for carrying water, fish bones served for combs, and a bone from the forearm of a small animal was used as an awl.

In pottery, the Sioux women did superior work. They also produced works of art in ornamentation and weaving.

They made yarn from the tough outer coating of nettles or from basswood bark which had been softened by boiling.

Custom and public opinion were their only laws.

They, too, like the Chippewas were affected with some of the white man's vices, but were sharers also in many of his efforts to assist them to a better life.

The principal treaty with these Indians was made in 1851. They had a magnificent rich empire that was eagerly coveted by the whites. The lands given up consisted of nearly twenty-four million acres of the most fertile land in the Mississippi and Minnesota valleys. For this immense

Sioux tepees and warriors.

territory a little more than $3,000,000 was agreed to be paid, something like twelve cents an acre. The Indians were to be paid in annuities.

On the announcement of the signing of this treaty, The Pioneer of July 31, 1851, said:

"The news of this treaty exhilarates our town. It is the greatest event in the history of the territory. We behold now clearly the red savages vanishing, and, in their place, a thousand farms, waving wheat fields, villages and cities, and railroads with trains of cars rumbling afar off."

Thus they, too, were compelled to fall back before the

advance of civilization, and, like the Chippewas, to find their home on government reservations. It was too much to expect that they could be assimilated. No hunting tribes can withstand the coming of agriculture. An Indian family needs something like sixteen square miles to make a living, while a white family can do so on forty acres.

Wabasha and Little Crow were two of the most conspicuous Sioux chiefs.

Except for a few names of towns, streets, and lakes noth-

Cut Nose, Sioux Chief.

Medicine Bottle, Sioux Chief.

These Indians participated in the Sioux massacre, were captured, and executed at Fort Snelling.

ing remains from the Indian occupation. Practically their only impression was that which they made upon their own times.

Their lot was inevitable. Walt Whitman says:-

"I see swarms of stalwart chieftains, medicine men, and warriors,
As, flitting like ghosts, they pass and are gone in the twilight."

It is, however, gratifying that with only rare exceptions they were treated fairly by the whites and the government. Nothing reflects more credit upon St. Paul than the fact that

her leading pioneer settlers, such as Ramsey, Kittson, Sibley, Rice, Neill, Marshall, and others were firm friends of the Red Man. Both as private citizens and as officials they did everything in their power to deal justly and fairly with the Chippewas and the Sioux. They frowned on all efforts of unscrupulous whites who regarded the Indians as legitimate prey. When their personal influence was insufficient, they used the force of the law to protect them. In cases of want and distress they helped with food, clothing, and care.

Mazasha, Sioux Chief.

Other Day, Sioux Chief.

These Indians were friendly to the white settlers and rescued many of them at the time of the massacre.

They even made efforts to educate them and to train them in the culture of crops and other fundamentals of white civilization.

Even the Indian trader, according to General Sibley, was fair and friendly with the Indians. Sibley says, "The reliance of the savage upon his trader became almost without limit. The white man was the confidant and sharer of his joys and his sorrows and his influence was, therefore, almost boundless, an influence sometimes used to accomplish selfish

and unworthy purposes, but more frequently employed for the benefit of the Indian himself." When Indians were sick, the trader often loaned them money and provided care for them.

The Indians themselves have attributed much of their hospitality, or at least the suppression of overt antagonism towards the whites, to the influence of the Christian missionaries who taught them to have mercy and charity. There is no doubt that the doctrine of peace and good will had a good influence on their attitude and conduct. Less bloodshed was the result. But the common occupation of the same territory by whites and Indians was impossible. The modes of life and the ambitions of the two peoples were too different to exist together. The consequence was that the Red Man had to withdraw. It was a repetition of the world-old principle of supremacy by the superior nation. More and more the Indians were compelled to retreat before the oncoming of civilization. They became wards of the government, living on reservations and in a less natural environment. Their numbers have, therefore, gradually diminished. A few of each of these tribes are, however, still living in St. Paul.

QUESTIONS

Why were these two tribes enemies?
How did the lands they occupied affect their life?
What causes account for their passing away?
Where can you find some Indian relics?
Write a story about them.

CHAPTER XIV

INDIAN STORIES

In even savage bosoms
There are longings, yearnings, strivings
For the good they comprehend not.
—Henry W. Longfellow

OLD BETS

In the early fifties, there were still many Indians in and about St. Paul. Perhaps the best known was a Sioux squaw who was called "Old Bets" by the whites. She lived near Mendota and was almost a daily visitor in St. Paul, selling moccasins and bouquets of wild flowers. Old Bets had a friendly smile for everybody. She became, despite her grotesque shape and deeply furrowed face, a great favorite among the people of St. Paul. Hardly anybody whom she accosted refused to buy from her or give her some money when she asked for "kosh-poppy" (Sioux for "money"). Few people who saw her waddle along Third Street thought that this old, unattractive squaw had a romantic past.

Old Bets had been a young, lithesome Indian maid. Many a warrior had cast wistful glances at the handsome, fawn-like girl. She, however, had eyes for only one, a young brave who had distinguished himself not only in the annual buffalo chase but also on the field of battle against the hated Chippewas on the other side of the Mississippi. Her brother, however, a medicine man of great parts and almost supreme influence among the Sioux at the mouth of the Minnesota River, was violently opposed to the warrior's union with his sister. The Indian maid became sad and sorrowful. She who had been the sunshine of her father's lodge forgot to laugh, forgot to hum the loved Indian tunes, became a

silent shadow, shunned her merry, youthful companions, and sought solace for her great sorrow in the deep and dusky forest surrounding the wigwams of the Sioux band.

One day, however, during the Indian summer, when Manitou is always gracious to his dusky children, she met her lover in a dense grove near the bank of the Minnesota River. The two lovers were delighted to see each other, and both gave fervid thanks to Manitou, the friend of loving couples. Their frenzied joy, however, was tempered by the thought of speedy parting. Both became sad and sorrowful. But why part? Did the Indian god not favor their love? So the two resolved to flee as a married couple.

Early next morning, long before sunrise, the young warrior and his bride fled westward on fleet Indian ponies. Though anxious and fearsome at the start, they soon became happy and hopeful as the galloping horses put mile after mile between the hard-hearted medicine man and the loving couple.

In the meantime, a little after sunrise, the angry brother had discovered the flight of his sister with the man he hated. With a few trusty warriors, on the fleetest ponies of the Sioux camp, the ferocious medicine man rode furiously, rage and revenge in his heart, on the trail that led westward.

The tomahawk concluded the flight and the story, but the bereaved woman never forgot her lover.

STANDING ROCK

In the spring of 1851, a dead Indian was found near Third Street. To judge from the wounds inflicted no white man could have been the murderer. The sheriff, having been informed of the crime, was determined to bring the murderer to justice. Accordingly, he hastened with a strong guard of soldiers to a camp of Indians nearby.

The Indians were quietly cooking their supper and were conversing with one another in low tones when the sheriff

arrived. A few stragglers in front of the camp hurried to the approaching official and asked him and his party to come into camp and partake of the supper that was just about ready. The sheriff thanked the hospitable Indians for their kindness and said that he and his party could not, to their sorrow, enjoy the delicacies offered, because he had come on a very serious errand that brooked no delay. In the meantime a number of other Indian warriors had come from the inner camp who were wondering at the presence of the pale-face chief and his soldiers. The situation seemed to become rather serious; still the sheriff's sixth sense told him that the Indians had no intentions of opposing him in doing his duty. At the same time he thought that frankness and promptness would be the best policy. Consequently, he told the throng of savages what had happened and what he wanted.

Scarcely had the sheriff finished his short address when a big hulking Indian pressed himself forward toward the sheriff and said in a distinct, matter of fact way: "You want to know who killed the vile carrion you found? I did, pale-face chief. I did. My name is Standing Rock."

The self-confessed slayer submitted peacefully to arrest and quietly followed the dread officer of the law to his carpenter shop, for in 1851 the frontier town could not yet boast of a jail. Here he was detained about ten days till the grand jury met. Standing Rock did not, for a minute, entertain the idea of jail breaking. That was not a man's part. A tenderfoot might have tried and surely would have succeeded, for there was nothing between the prisoner and freedom but a rickety windowlatch.

He was indicted for murder, but, upon promising the grand jury to return upon a certain day for trial, he was released. Standing Rock, cutting a number of notches into a stick, equal to the number of days to the date of his trial, quietly withdrew and went hunting with his tribe. To the surprise

of everybody, the Indian appeared on the day agreed upon, ready for trial. And, as his case was not called for about a week, Standing Rock came every morning, sat quietly on a doorstep, and awaited the summons of the court. Neither the blazing sun nor two rainstorms could make him budge. When some half-breeds passed by and told him what a fool he was to await pale-face justice, he calmly replied: "A man must keep his word." When he was finally called, he gave a true account of the incident, and the jury, without retiring, found him not guilty. Standing Rock had not committed murder at all. He had simply carried out the order of the tribe, which had found the victim guilty of a crime highly offensive to both the rude pioneers and the simple-minded Indians, and which was punishable by death according to Indian customs.

HOLE-IN-THE-DAY

In the early pioneer days, the Indians were treated with more respect than now. To some extent they were considered fully the equals of the white settlers. The Indians on the Minnesota frontier, though somewhat contaminated by white vices, were still a sturdy, dignified, and haughty race, proud of their blood, proud of their land, proud of their tribal past and traditions, and proud of their honor. They were a people who kept their promises, a people who believed in "a square deal," and a people who did not know what the terms "fear" and "cowardice" meant. These traits which the best of the white pioneers themselves possessed could hardly help but appeal to most of the white settlers. Consequently, in early days Indians and whites freely intermingled, and practically all public places of entertainment and amusement were open to the Indians. Such treatment found a responsive chord in the heart of the Indians, and, accordingly, they always tried to act, speak, and behave, as much as possible, as white gentlemen. History bears out the fact that they did so,

unless they were intoxicated or had been taken advantage of by white scoundrels or their tribal animosities against other Indians had been dangerously aroused. It was, therefore, a common sight in the pioneer days to see Indians frequent white hotels, ask for white entertainment, ready to pay white prices.

One day in the early fifties there walked into a St. Paul hotel "Hole-in-the-Day," a Chippewa chief, a man of imposing presence. With commanding personality, the Indian chief, with his blanket wound about him like a Caesar or a Brutus with his toga, stepped forward, greeted the assembled guests with a friendly "Booshy nechee" (How do friend?) and took a seat in the lobby.

Hole-in-the-Day.

Presently dinner was announced and, while the white guests rushed pell-mell into the dining room, he betook himself to the same place, in a quiet manner, in accord with the dignity of a chief of the Chippewas. Taking a vacant seat near an open window the chief sat down and partook slowly of the food placed before him. And then he wondered whether his squaw and papooses would be safe during his short absence, whether the hated Sioux might not make a raid and rob him of all he loved best.

The window opposite his table suddenly being darkened, Hole-in-the-Day looked up and saw a party of Sioux warriors, in full war paint, passing by outside and casting hostile glances at him. A white newspaper man who was sitting near the renowned chief became rather nervous at the sight of shining knives and glittering tomahawks and left the table for a more restful place. Hole-in-the-Day, however, peace-

fully proceeded with his meal. Even when the door opened and thirty Sioux braves entered the dining room and paraded with insolent bravado in front of him, the Chippewa chief remained calm. After having leisurely finished his meal, he rose, like Cato in the Roman senate, and, wrapping his blanket about him, walked in front of the bloodthirsty enemies of his tribe, and, slowly lighting his calumet, blew the smoke into the very faces of the hated Sioux and stalked quietly out of the hotel. The dumbfounded Sioux did not dare attack the brave Hole-in-the-Day, lest the Great White Father's braves at Fort Snelling would inflict fearful punishment.

Hole-in-the-Day never forgot the deadly danger he had been in on that day, and, swearing bloody vengeance, he is reported to have come frequently to St. Paul in his canoe, where he would cross the river, hide his craft, await passing Sioux, slink upon them, slay them, and depart safely with their scalps to the sheltering cliffs of St. Paul.

CHASKA, A FRIENDLY SIOUX

Indians never forgive. They know no such word as apology. "An eye for an eye, and a tooth for a tooth" is a fundamental Indian principle.

On the other hand, the Indian never forgets kindness shown to him. Do him a trifling favor and he will be your friend. Feed him when he is hungry, house and nurse him when he is sick or disabled, and he will risk his life for you if you should happen to be in distress or danger.

To the Indian ingratitude is a deadly sin, that Manitou, the Great Spirit, not only frowns upon but punishes with everlasting torture. Bloody revenge for wrongs and undying gratitude for kindness and friendly help are almost the sum-total of Indian philosophy.

What has been said is shown by the following substantially true account of Chaska, the bravest warrior of Little

Crow of Kaposia (South St. Paul) and his white friend, George Spencer, a merchant of Yellow Medicine, a small pioneer settlement on the head waters of the Minnesota River.

One winter evening in 1860, just before Christmas, the snow storm that had been raging all day long turned into a blizzard. The wind was howling over the bleak prairies and piling up the snow into almost impassable drifts. Spencer's little store was almost buried under a thick cover of snow and the rude shack was trembling and swaying to and fro. The wind that was coming through the cracks of the rough boards had blown out one candle and Spencer was afraid that the other one also might be blown out. That it might not be blown out, he was just about to put it in an iron pot, when there came a loud knocking at the door. Mrs. Spencer began to scream. Her husband tried to comfort her, rushed to the door, and shouted: "What is it? Who are you? What do you want?"

A feeble voice from outside answered: "Me Indian. Me cold. Open door!"

Mrs. Spencer almost collapsed with fright. "Don't be afraid, Josie. It is some poor Indian. I must let him in. He'll freeze stiff if I don't. Here, sit down. No danger. My gun is loaded. Now, Josie, be quiet. I must let him in."

Spencer opened the door and in fell an Indian, all but dead. Mrs. Spencer, though far from being composed, saw at a glance that no possible harm could come to her. So she helped her husband to make the Indian comfortable. The sturdy savage, accustomed to wind and storm, fully recovered in a day or two.

When he left he thanked his kind white rescuers and told them that he was Chaska from Kaposia, far, far away, on the banks of the Mississippi, that Kaposia was but a

short trail from White Cliffs (St. Paul), and that Manitou would not let him forget what his pale-face friends had done for him.

Two years afterwards, the Sioux tribes under Little Crow rose against the whites. They spread terror to the settlers of the middle and upper course of the Minnesota River. Settlers on outlying farms were mercilessly slain. Scalping parties brought horror, dismay, and death to the whole region. Even the towns were not safe. New Ulm and several other settlements were almost captured by the Indians.

One war-party of Sioux, among whom was Chaska, had gone westward on its bloody trail as far as Yellow Medicine. An early morning attack had been planned. Chaska dreaded the fate of the Spencers. Compelled to keep his desire to save them and their friends from his tribesmen, he hurried on with them, ready to save their lives at any cost. Some of the braves were a little suspicious of him. Though he gave the Sioux war-whoop with the same ferocity as they gave it, they had never seen him kill any white person.

Though Chaska tried to rush on, the warriors crowded about him and kept him back. When Yellow Medicine was reached their blood-thirst got the better of their suspicion and they ran upon the defenseless town, leaving Chaska behind. After a little, he ran with incredible swiftness to Spencer's store. The door had been smashed and the windows were broken. He rushed into the house and was just in time to throw himself between the Spencers and the blood-reeking savages. He succeeded in beating them off and bringing the Spencers to the timbered bottom lands of the Minnesota River. Here he hid them, brought them water and told them to stay until he returned. He himself went back to the fray and at the risk of his life saved a

number of other whites from the frenzy of the drunken Indians. Having obtained a keg of "fire-water," the Sioux were soon so drunk that Chaska had little trouble to bring the Spencers and the other survivors of the massacre to safe quarters.

Shortly afterwards General Sibley came with his hastily gathered troops and put an end to the Sioux uprising.

Chaska's tribesmen never forgot what he had done for their pale-face enemies. Afraid to murder him openly, they finally succeeded in secretly poisoning him.

Chaska's widow, shunned and hated by the Indians, was left by them to shift for herself and her papooses. She lived in the Indian village near Mendota.

General Sibley and other St. Paul men tried to secure a pension for her from the government. When they failed in this, they themselves housed, fed, and clothed her and her children. But Lucy, as she was known in St. Paul, was too proud to accept charity, so she made moccasins and trapped game, which she readily sold in St. Paul.

QUESTIONS

Tell the romantic story of Old Bets.
What good traits did Standing Rock show?
Why did the Sioux not attack Hole-in-the-Day?
What noble trait did Chaska exhibit?
Which story do you like best? Why?

FOUNDING AND GROWTH

We should so live and labor in our time that what came to us as seed may go to the next generation as blossom.

—Henry Ward Beecher

CHAPTER XV

BEGINNINGS OF ST. PAUL

> The first party of painted savages who raised a few huts upon the Thames did not dream of the London they were creating.
>
> —James Martineau

In 1838 the civil inhabitants of Fort Snelling were ordered off the reservation. Among them was Pierre Parrant, a French Canadian, who went down stream and took a holding in what is now St. Paul. He was, accordingly, the first white settler of the city.

His first claim near Fountain Cave, not far from the Omaha shops, was mortgaged for ninety dollars. He was unable to meet the mortgage and lost the property. Another claim was taken near the foot of Robert Street. He sold it for ten dollars. It is now worth millions.

Though Parrant had a reputation for boldness and courage, he was, according to all accounts, by no means a man of fine appearance. The early pioneers, just like school boys, were never backward in giving their companions nicknames which frequently were accurate estimates of character. Very often some physical defect was cleverly used to inflict on a person a name that stuck to him till death. So it came to pass that Parrant, who had a defective eye, was called Pig's Eye. Though that name was descriptive of the first settler, it was not an appropriate name for the infant settlement, bordered by the stately Mississippi and the gloriously wooded slopes and crowns of crags, battlements, and bluffs of the St. Paul Gorge. Despite this contradiction of name and fact, the present capital city of the State of Minnesota started its career with the crude frontier name Pig's Eye.

For two or three years St. Paul suffered from this infliction, though the little settlement showed vigorous signs of life. In 1841, Father Gaultier succeeded in building a small log-house chapel near Bench Street, in the vicinity of Third Street and Jackson Street and dedicated it to St. Paul, the apostle of nations. The worthy priest, resenting the coarse name of Pig's Eye for the village in which his church was located, proposed as a substitute the name of St. Paul. His suggestion was welcomed and the infant city received the name of St. Paul, though the name of Pig's Eye continued to be used by some of the rougher frontiersmen for some time. Before the name of St. Paul became permanent, the place was also frequently called St. Paul's Landing. The original Indian name was Innijiska, sometimes spelled Imnijaska, meaning White Rock.

Benjamin and Pierre Gervais were the next settlers to arrive, July, 1838. It was Benjamin who bought Parrant's second claim for ten dollars. He afterwards sold or donated this land and took up a claim on the lake that now bears his name.

Edward Phelan, Joseph Hays, and William Evans arrived soon afterwards. In 1839 many persons arrived and settled in what is now St. Paul.

When A. L. Larpenteur arrived at the levee in St. Paul in 1843 with a stock of groceries, he, or rather his supplies, were greeted with welcoming shouts by the whole population of St. Paul, which consisted at that time of about twelve white persons and two or three hundred Indians. In addition to a number of Indian lodges, there were only three or four log houses in the future capital city of Minnesota.

An early writer of the history of St. Paul says that in 1843 St. Paul "was a mixture of forests, hills, running brooks, ravines, bog-mires, lakes, mosquitoes, snakes, and Indians." The road on Third Street from Jackson Street to Wabasha

Street was almost impassable on account of the thick underbrush and dense forest. North of Fourth Street, travel was almost out of the question on account of swamps and bogs. Near the old Capitol was a splendid waterfall, the waters of which found their way by many twists and turns to a lake on Eighth Street near Robert Street, in which the Indians and hardy white pioneers caught many fish. The waters of this lake found their way to the river by way of a gulch near Robert Street.

Up to 1846 there had not been much river traffic to and from St. Paul, but in that year the traffic increased to such an extent that St. Paul became one of the "points" (regular stopping places) of the river with much more frequent service. The river traffic grew steadily till about 1858, and, though the Civil War affected it seriously, it continued till about 1862, in which year the first railroad in the state was built between St. Paul and St. Anthony (East Minneapolis). After railroads entered the state, the river traffic languished.

Up to 1849 the only way to get in or out of Minnesota (which then had about 1,000 inhabitants) was by way of the Mississippi, its branches, and Lake Superior. There were no stage lines or railroads; in fact, there were no roads that could be called roads. The river trip from St. Paul to St. Louis took from 25 to 30 days. The fuel used on the steamers was wood, which was frequently chopped down by the passengers of the boat, if they were in a hurry to reach their destination.

The land conveyances were exceedingly primitive. To travel by wagon was impossible on account of the total lack of passable roads. A good horseman, however, could manage to make his way on the open prairie, some of the main Indian trails, and, in low water, on river bottoms. For freight, the only efficient land vehicle was the Red River cart.

The Red River carts were so named because a good

stretch of the trail, between the Canadian Northwest and St. Paul, was in the Red River Valley. It is said that these carts were first made about 1800 and are still used to-day for the transportation of furs in the extreme northwestern sections of Canada that are distant from modern means of transportation. During the infancy of St. Paul the arrival of 150 to 200 Red River carts loaded with furs and drawn by oxen or ponies was one of the red-letter days for old and young. The excitement to-day incident to the coming of a big circus fades into insignificance compared to the excite-

Red River carts.

ment caused by the arrival of the Red River carts in the struggling jumping-off place called St. Paul in the forties and fifties of the nineteenth century. When the carts arrived in the latter part of August or early in September, the population of St. Paul, men, women, and children, neglected and abandoned all work in their eagerness to see several hundred (sometimes close to a thousand) carts line up on Third Street in charge of their fantastically clothed half-breed drivers, who, with their savage whoops and shouts, almost awoke the dead in the primitive churchyard a short distance away.

The carts were entirely made of wood and leather without a nail or scrap of iron. The two wheels simply consisted of well-seasoned wood that had been bent into the required circular shape. Between the wheels and resting upon the axle was a large wooden box into which a load of almost a thousand pounds of fur could easily be packed. The oxen or ponies were attached to the carts by wide belts of buffalo or deer hide. As the wooden axles and wheels were never lubricated, the noise made by the moving carts could be heard for some distance. The boys and girls of St. Paul had sharp ears for the creaking and squeaking of these queer vehicles. No threat or punishment could prevent them from making a bee line to the source of the hideous noise.

The northern terminus of the Red River carts was Pembina or Winnipeg. The distance traveled by them per day was from twelve to fifteen miles. The route usually taken was up the Red River to Big Stone Lake and then along the Minnesota River by way of Traverse des Sioux (St. Peter) to St. Paul. Sometimes a detour was made by way of Otter Tail and Sauk Rapids.

The drivers of the carts lived largely on pemmican, which consisted of dried, chopped-up buffalo-meat mixed with buffalo-fat. The mixture was then pounded and pressed into bags made of buffalo hide. Occasionally, however, when the oxen or ponies were resting and game was easy to obtain, a change of fresh meat was eagerly sought

The cargo brought by these carts to St. Paul consisted chiefly of various furs and buffalo robes. The outgoing cargo from St. Paul was largely tea, tobacco, alcohol, and hunters' supplies. The importance to St. Paul of the Red River cart traffic may be judged from the fact that merchants adjusted their credits in such a way that they were not expected to pay their bills till a certain date after the arrival of the Red River carts. Even personal accounts were, as a

rule, not pressed until the squeaking and creaking Red River carts were on their home-bound trail to the Northwestern wilds of Minnesota and Canada.

The Minnesota Democrat of July 13, 1851, said: "The great Red River caravan will be here on Thursday or Friday. It consists of 102 carts laden with buffalo skins, moccasins, leggings, coats, ornaments, curiosities, and pemmican."

The business made possible by such a caravan was an important asset to St. Paul. It reflects one phase of the city's beginnings very vividly.

The first school in St. Paul was not a public school but a Protestant Mission School. A missionary at Kaposia (South St. Paul) alarmed at the utter lack of educational and religious facilities for the growing generation wrote to the Governor of Vermont for help in procuring a Christian teacher for the young in the frontier village of St. Paul. And as the nearest bookstore was fully 300 miles away from St. Paul, the missionary requested also that she bring school books along from the cultured Green Mountain State. In accordance with this request, the governor sent Miss Harriet Bishop to St. Paul. She is said to have been a typical New Englander, positive, determined, and non-compromising. At the same time she was a devoted worker in her chosen field. Many are the hardships that she cheerfully bore for the sake of the religion and education of her pupils. No blinding blizzard could keep her from her beloved school. Nor could a skulking savage, in full war paint, frighten her from the trail to the school house. The work she did in the desolate river town in the Wild West can hardly be overestimated. It was no doubt back-breaking and discouraging work to teach reading, writing, arithmetic, and the fundamentals of the Protestant religion to the half-savage children. Still this was comparatively easy toil compared with the desperate work Miss Bishop was compelled to do in making her pupils

clean, wholesome, and courteous civilized human beings. She knew nothing of discouragement and had no idea of failure. Her influence for good in this wild outpost of advancing civilization was very great. She was the first torch-bearer of the culture of the East, the first transmitter of the wisdom of the ages on the banks of the upper Mississippi. If we consider the results she attained, we are filled with wonder when we examine the scanty means at her disposal and her more than primitive school environment.

Miss Bishop describes her schoolroom in these words: "A little log hovel, covered with bark and chinked with mud, previously used as a blacksmith shop. Dimensions 10 x 12. On three sides of the interior of the humble cabin pegs were driven into the logs, upon which boards were laid for seats. A seat reserved for visitors was made by placing one end of a plank between cracks in the logs and the other end upon a chair. A cross-legged, rickety table in the center and a hen's nest in the corner completed the furniture."

In 1853, Dr. Edward D. Neill established the Baldwin School, situated at Fifth and Washington streets, and named in honor of Matthew Baldwin, founder of the Baldwin Locomotive Works, who contributed to the erection and maintenance of the school. This school was intended for girls, but "lads" were admitted. The first year 43 girls and 26 boys attended. Anna M. Paul was principal, and Mary K. Brewster and Harriet A. Kellogg, assistants.

Two years later a department was organized for boys. This department developed finally into Macalester College, while the department for girls became Oak Hall, which is, therefore, the oldest exclusive girls' school in the city, except St. Joseph's Academy, which was founded in 1851.

Churches and schools usually develop side by side. In St. Paul the church was first. Under the direction of Rev. Lucian Gaultier a Catholic church was erected at Third and

Jackson streets. Then came the first school in 1847.

In 1847 St. Paul was just a small frontier town. Says Miss Bishop: "It must be borne in mind that St. Paul was a small trading post, giving as yet no sign of its unprecedented growth. The council fires of the red men were but just extinguished on the east side (north side of the Mississippi) and were still brightly blazing on the opposite side of the river. Our village was almost daily thronged with Indians where they frequently encamped in larger numbers than the entire adult [white] male population of the Territory."

The first Protestant church (Presbyterian) was erected in 1849 on Washington street near Fourth, with Rev. Edward D. Neill as pastor. The Methodist Episcopal denomination occupied a neat brick edifice in December of that same year, and soon afterwards the Protestant Episcopal and Baptist denominations erected buildings.

It was not till 1849 that the town of St. Paul was divided into three districts and the first three public schools established. One of them was in the basement of a church, another in the lecture-room of a preacher, and the third was erected on a lot donated by W. H. Randall.

In the year 1849 St. Paul was incorporated as a town by Act of the Legislature. The same act created Ramsey County and made St. Paul the county seat. The corporate limits contained about ninety acres. Its present area is a little more than fifty-five square miles, or 35,482 acres. In other words, it is 391 times as large at present as when it was incorporated, and the present value of its real estate is approximately four hundred millions.

On March 4, 1854 St. Paul was incorporated as a city.

In 1856 the vicinity of St. Paul was devastated of crops by a swarm of Rocky Mountain locusts that darkened the sky and caused terror. Wagon loads of these insects were shoveled off the streets and dumped into the river.

Interesting First Facts of Saint Paul

First settler	Pierre Parrant	1838
First wedding	James R. Clewett and Rose Perry	1839
First white child born	Basil Gervais	1839
First Catholic church	At Third and Jackson Sts.	1841
First priest	Rev. Lucian Gaultier	1841
First postmaster	Henry Jackson	1846
First school teacher	Harriet Bishop	1847
First school house	At Third and St. Peter Sts.	1847
First physician and druggist	Dr. John J. Dewey	1847
First hotel	J. W. Bass	1847
First tax assessment	$85,000	1849
First Protestant church	On Washington St. near Fourth	1849
First Protestant pastor	Rev. Edward D. Neill	1849
First brick residence	Erected by Rev. Edward D. Neill	1849
First newspaper	Minnesota Pioneer	1849
First Editor	James M. Goodhue	1849
First 4th of July	Celebration	1849
First Methodist Church	Market St. opposite Rice Park	1849
First Thanksgiving Sermon	Edward D. Neill	1850
First courthouse and jail	At Wasbasha and Fourth Sts.	1851
First School for Girls	St. Joseph's Academy	1851
First School for Boys	Cretin	1851
First railroad	St. Paul and Pacific	1852
First mayor	David Olmstead	1854
First fire department	Pioneer Hook and Ladder Co.	1855
First superintendent of schools	Edward D. Neill	1856
First police headquarters	Adjacent to Rice Park	1857
First city directory	1,700 names	1857
First bridge across the Mississippi	At Wabasha Street	1858
First Telegraph Message	To Secretary W. H. Seward	1860

QUESTIONS

Who was the first settler in St. Paul?
Who proposed the present name for the city?
What was the first railroad built to the city? When?
On what transportation had we depended before railroads came?
Tell about the Red River traffic and carts.
What was the first school in St. Paul?
In what year was the city incorporated?

CHAPTER XVI

THE GROWING COMMUNITY

Progress, man's distinctive mark alone.
—Robert Browning

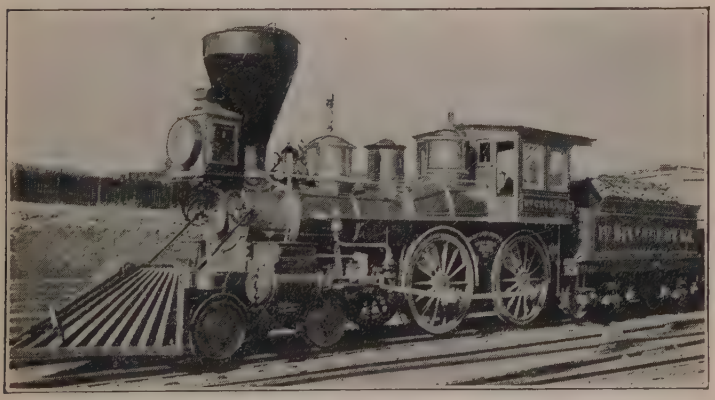
From records that were published in 1857 we learn that in that year there were in St. Paul five masons, four plasterers, two painters, two blacksmiths, two wheelwrights, one saddle and harness maker, one gunsmith, one tanner, one shoemaker, three bakers, and seventeen carpenters.

View of St. Paul in 1857. Taken on Fifth Street. Notice original capitol in the background.

There were several general stores, four newspapers, a few private banks, and two or three hotels. The first newspaper was the Minnesota Pioneer, established in 1849. The Minnesota Democrat followed in 1850. The First National Bank, the first national bank in Minnesota, was established in 1863. The St. Paul House was 20 by 28 feet, a story and a half high, and built of tamarack logs. It was in this hotel that the territory of Minnesota was organized.

For land transportation there were at first two stage lines, a "Red Line" that ran to St. Anthony, Stillwater, and Prairie du Chien, and a "Yellow Line" that ran to St. Anthony. The Northwestern Express Company was established in 1854, and in 1860 the stage business engaged 700 horses and 200 men.

Steamship companies estimated that they had brought into this territory as many as 25,000 immigrants in one season. In fact, St. Paul was enjoying a boom, much as many



First engine to pull a train on the St. Paul and Pacific between St. Paul and Minneapolis.

other western towns have done. There was a great deal of speculation in real estate. A newspaper reporter said that all he heard was "Land! Land! Land!"

There was a general panic throughout the country and the boom soon quieted down to the disappointment of many. But the city went forward.

Railroads came. In 1852 "The Minnesota and Pacific Railroad" was completed between St. Paul and St. Anthony. The name was then changed to the St. Paul and Pacific Railroad. In 1858 a railroad had been completed from Mil-

waukee to La Crosse. On July 2, 1862, the first train arrived over the Chicago, Milwaukee and St. Paul Railway, recently reorganized and called the Chicago, Milwaukee, St. Paul and Pacific Railroad. This new inlet and outlet shortened distances and removed difficulties.

Within a few years other roads were built in various directions and St. Paul had rapid and easy means of transportation to a large surrounding territory as well as to the distant parts of the country.

The railroads are listed in the chapter on transportation.

A view of St. Paul taken in 1861, looking down the river from the west.

When the Northern Pacific was completed to the coast a great celebration was held in St. Paul at which were President Arthur, General Grant, and many other men of national prominence.

The completion of this road that connected the city with the Pacific coast was an event of momentous importance and well deserved the interest and enthusiasm that were manifested. In fact, it was an event of national importance. The celebration was very fittingly attended by the President and other men who represented the government and the

whole country. Locally, however, it was certain that St. Paul would now have coast to coast connections and that increasing commerce would promote a rapid development of the city and the territory contributory to it.

Subsequently, during the sixties, the Second National Bank was opened, the St. Paul Fire and Marine Insurance Co. was incorporated, and the Daily Dispatch was issued. Fire engines were purchased. The Grand Opera House and the Pioneer Building were erected along with thousands of other business buildings and residences, and city waterworks were constructed. School facilities were expanded and high school courses offered. By 1868 nearly one million letters passed through the post office in a year.

In 1858 Minnesota was admitted to the Union as a state, with St. Paul as capital. This fact naturally tended to promote the growth of the city.

It is a great task to build a city and especially one situated like St. Paul. Much grading must be done for streets and buildings, streets must be paved, sewers and water and gas mains constructed, bridges built, public buildings erected, and street car and railway tracks put down. The cost of such public improvements amounts to many millions of dollars. "Rome was not built in a day." Neither are other cities. At first there were ferries for crossing the Mississippi. In 1858 the Wabasha bridge was completed. Gradually came other city bridges and railroad bridges. The first legislature met in a hotel. Then a capitol was built, later it was replaced by another, and then by a third, till we have now a structure of magnificence.

The earliest hotels were not inviting. Better ones gradually took their places. Even the better ones, such hotels as the Windsor and the Merchants, associated with much of the city's earlier history and progress, have given way to superior accommodations.

In 1867 the Chamber of Commerce was established with 167 members. The purpose of the association was "to advance the commercial, mercantile, and manufacturing interests, and to promote the general prosperity" of the city. Later, the Board of Trade, composed mostly of merchants, was incorporated. A great deal of the growth and prosperity of St. Paul may be attributed to the efforts of these organizations.

With the coming of more railroads and immigrants more industries and wider trade relations were secured. Eastern and foreign capital came for investment. It was evident that here was to be a great industrial and commercial center where business would be certain and capital safe.

The city was founded and developed not by men of ease who had made their fortunes but by men of adventure and hardihood who were determined to make a way in the face of hardships and difficulties. They were aggressive, "up and doing," and persistent. For the most part, too, they were men of education and character whose ideals and labors were not wholly selfish, men of enterprise, but men who gave the city also a mold of culture and distinction.

And so, from stage coach and ferry and hut a city grew, not by magic but by the appeal of its location, by the trend of civilization, and by the loyalty and efforts of citizens of vision and enterprise, to be a vast acreage of tall blocks, of towering stacks, of whirring wheels, of domes and spires, of schools and colleges and churches, and of homes and boulevards and beauty.

QUESTIONS

What were some of the early means of travel?

What events narrated in this chapter do you believe were most important? Why?

What advantages and what disadvantages would there be in constructing a city on this site?

CHAPTER XVII

ST. PAUL, THE GATEWAY TO THE NORTHWEST

A welcome waited for the pioneer
To make his home and empire here.
—Anonymous

Minnesota in its turn, especially after the more eastern states had been settled, offered unusual inducements to those who where willing to venture. Here was a great land of lakes and "laughing water," of forests, of fertile prairie, and fur and game, but occupied, as other states had been, by Indians. By foot and horse and stream men came to explore, to barter, and then to abide and build homes, form a government, and launch a new ship of state.

Routes of approach for the most part followed the Mississippi. Here was the head of navigation, and here centered travel. Men of prominence came as explorers. Men in the employment of prominent business companies established trade relations. These extended on into Canada. The Indians were for the most part friendly and co-operated in such business relations as were maintained.

For the reason, therefore, that here lay an inviting territory that could be most easily reached by the Mississippi and because the site of St. Paul was the terminus of navigation, this city became at once the port or gateway to immigration and business.

In 1850 the population was 1,294. During the navigable season of 1854 as many as five or six hundred passengers are said to have arrived in one day. In May, 1857, twenty-four steamboats were lying at the levee, all crowded with passengers and baggage. In 1856 there were 838 boat arrivals, 216 of which were steamers running on the Minnesota River.

At that time St. Paul had the advantage of being practically situated on these two rivers. This advantage lessened as river transportation waned and railroads made their entrance. Yet in the time of railroad development St. Paul has retained its strategic position. These roads found natural and easy approach from all directions.

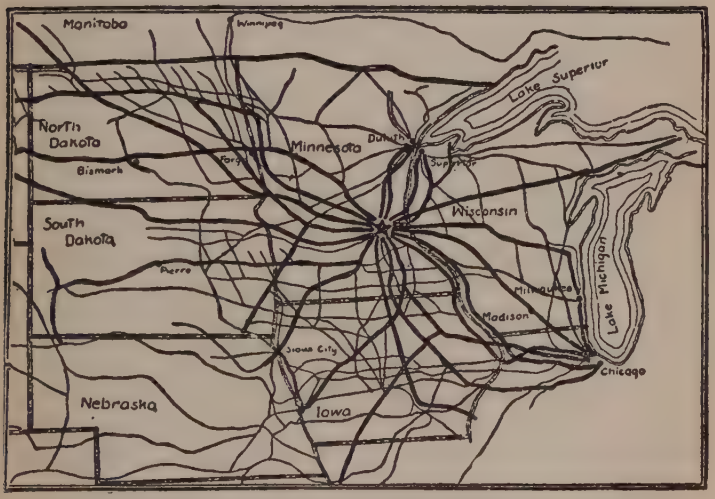
There was rapid development. In 1860 the population

St. Paul Gateway where traffic centers.

had reached 10,275. As the numbers increased new industries were established, and it was soon evident that St. Paul would be a large city. In 1870 the population had doubled, and in 1880 it had doubled again. In 1900 the population was four times as great as in 1880, and to-day it is estimated to be 87% greater than in 1900.

After viewing this territory Jonathan Carver wrote in

1766 that "mighty kingdoms will emerge from the wilderness and stately palaces and solemn temples with gilded spires reaching to the skies will supplant the crude Indian huts." Some of our buildings approach the realization of the vision. Here, too, now flows from and to the great region that surrounds us a vast stream of the products of the field, the forest, and the mine on the one hand, and of manufactures and commodities on the other. The city and its



Where 23 railroads center and radiate.

hinterland have each contributed to this mutual development.

St. Paul has been called the agricultural capital of the Northwest, but it is a great center of commercial and industrial achievement also.

The number of St. Paul industries increased rapidly. Some of those that became of major importance deserve to be noticed.

The fur-manufacturing industry was a natural one in a new country abounding in many kinds of fur-bearing animals.

General Sibley at Mendota represented the Astor Fur Company and was favorably disposed toward St. Paul. The man, however, who did most to make it a fur center was Henry M. Rice, the factor of a St. Louis fur company. He became an owner of the original site of the city and devoted his whole energy to making the town prosperous. He built facilities for storing furs and did his utmost to bring trade. Rollette and Fischer were also instrumental in bringing fur traffic to St. Paul by providing warehouses and establishing a Red River cart route. As early as 1849 St. Paul had become the terminus of all the Red River fur trade. This industry has continued to grow and to maintain a prominent position among the city's industries.

It is not so easy to account for the presence of the boot and shoe industry. It is perhaps due to the farsightedness of a few St. Paul men who were experts in this business and who saw its great possibilities. The industry prospered and was promoted by several firms of national reputation. Its importance and extent became an asset to the city and contributed substantially to its development.

It was natural that a city so situated should become a wholesale distributing center. In the early years goods brought by river were distributed from St. Paul. As the city grew, merchandise stocks, as might be expected, were carried in the larger center. Here, too, the vision and enterprise of pioneer wholesalers can not be overestimated.

It must not be overlooked that St. Paul was the capital of the state. Here were held the sessions of the state legislature and political and other kinds of conventions. Here, too, the state business was conducted. A state capital, by the very fact that it is a capital, enjoys a trade advantage that other cities do not have.

It is impossible to enumerate the many industries and causes that have contributed to the upbuilding of the city.

Not only on account of its geographic location but also on account of the vision and wisdom and energy of its pioneers St. Paul became a city of size and importance. It has been developed and beautified by those who have molded it in the later years.

Here, then, has arisen a city "beautiful for situation" and rich in its tradition, prosperous, and progressive.

Senator William H. Seward, the future Secretary of State of the martyred President, in an address in St. Paul in 1860, said that he could foresee that when the great agricultural regions of the Northwest would begin to pour forth the abundance of their munificent supplies, St. Paul would be the natural center of a vast territory that would minister to the whole world. And so it has come to pass.

Many kinds of business have been attracted to St. Paul. Naturally, as the country about the city developed, the city developed also. The lands have, for the most part, been fertile. Limitless fields of grain have been grown. The dairy industry, also, has developed till Minnesota produces vastly more butter than any other state. Live stock has been raised in great numbers. The shipment of these products has been to this city or through it. In addition to its own market, it has been like a pass in the mountains to other markets.

It is not strange, therefore, that in this vicinity should be located two of the largest packinghouses in the world. It is clear, too, that in so central and natural a distributing point the Ford company would find a great economic advantage in assembling and shipping its products from this city.

As the Mississippi River is improved and traffic renewed, St. Paul will feel again the impetus of that advantage which Nature so generously provided in the days of its founding and which she still offers.

In this chapter we have tried to explain the advantage of

the situation of St. Paul and the reasons for the location and development of some of its major industries. In another chapter we shall describe the business of the city at greater length.

QUESTIONS

Could St. Paul have been more wisely located in this region?
What are the advantages of its location?
What natural supplies have been tributary to St. Paul?
Make a list of the manufacturing industries which you know.
Try to visit some of these and write about what you see.
Is it easy to secure skilled labor in St. Paul? Why?
What advantages does the capital of a state have?

Look at the map on page 111. Would St. Paul have been better situated if it had been located in the northeastern part of Wisconsin? Why? Would Mendota have been as good a situation?

NOTABLE ST. PAUL MEN

To be excellent in effort is a mark of character.
—Edgar A. Guest

CHAPTER XVIII

NOTABLE ST. PAUL MEN

Great men are the glory of their country.
—Heine

ALEXANDER RAMSEY

Alexander Ramsey was the first territorial and the second state governor of Minnesota. His biographer calls him "the first and greatest" of all governors of Minnesota. He was born in 1815 of Scotch-German parentage near Harrisburg, Pennsylvania, and died in St. Paul in 1903. He received little more than an ordinary schooling. By trade a carpenter, he found time to prepare himself for teaching, and, while he was a teacher, he studied law.

Alexander Ramsey.

From young manhood on he strove to become a man of affairs. His legal studies enabled him to enter Pennsylvania politics and he was elected to Congress in his native state. As Representative in the Lower House, he became quite prominent. President Taylor considered him the most suitable man for territorial governor of the new territory of Minnesota. Accordingly he appointed him to that office in 1849. When Ramsey arrived in St. Paul in that same year, he found the future capital of the state a small hamlet, consisting for the most part of bark-roofed cabins. On the few irregular streets, he saw Indians strutting about in their strange native costumes. The common currency of the territorial capital consisted of cranberries and pelts and

the only methods of passenger transportation were by steamboat, Red River carts, and on horseback.

Governor Ramsey and his wife, in June, 1849, occupied as their home a cottage which stood on the south side of Third Street between Robert and Jackson streets. The executive office was in the same building. It was afterwards converted into a hotel and called The New England House.

The new territorial governor was in fact but governor of that part of Minnesota lying between the Mississippi and St. Croix Rivers. Casting a longing eye upon the immense territory west of the Father of Waters, he set about to acquire a goodly portion of it. So in 1851 he succeeded by the famous Treaty of Traverse des Sioux (St. Peter) in obtaining from the Sioux about 25,000,000 acres. The signing of the treaty was perhaps the most picturesque event that up to that time had happened in what is now Minnesota. All the chief officials of the territory, numerous traders, speculators and editors, and all the important Sioux chiefs adorned in full tribal regalia and accompanied by thousands of painted warriors were present when the red men signed away an empire to the palefaces. Very soon an army of white settlers made a blooming garden out of the rich wilderness.

As governor of the state from 1860-63 Ramsey laid the foundation of the enormous land-grants for education, favored immigration, insisted upon strict economy in state expenditure, and organized the Minnesota regiments for service in the Civil War.

In 1863 he was elected to the United States Senate. In 1879 President Hayes made him Secretary of War.

What his home city thought of Ramsey is shown by its naming a street for him, by its giving his name to the very county in which St. Paul is located, and by its electing him Mayor in 1855. A park and a school also bear his name.

EDWARD DUFFIELD NEILL

Edward Duffield Neill was born in Philadelphia in 1823 and died in St. Paul in 1893. He was an eminent preacher, educator, and historian.

Neill was educated in the grammar school attached to the University of Pennsylvania, took two years of collegiate work at the same institution, was graduated at Amherst, and spent one year at the Andover Theological Seminary. In 1848 he was ordained a Presbyterian minister and the year following arrived in St. Paul. So eager was he for his chosen work that in a few months he succeeded in having his church building finished. This was the first Protestant Church built in St. Paul.

Edward D. Neill.

This church was located on Washington Street near Fourth. It was burned in 1850 and rebuilt at Third and St. Peter streets. This was the largest building in the state at that time.

Dr. Neill's residence was the first one to be erected in its vicinity, occupying the site on Summit Avenue where later the spacious home of James J. Hill was erected.

It was also the first brick residence erected in the city. To the Indians bricks were a great curiosity. They watched the building rise with wonder, and even carried off some of the bricks as souvenirs or as stones upon which to sharpen knives.

In 1851 he became the first Superintendent of Instruction of the territory of Minnesota. Two years afterwards he founded the Baldwin School and the College of St. Paul (Macalester). The House of Hope Church was organized

by him in 1855 and he remained its pastor till 1859, when he resigned in order to give all his time to his duties as State Superintendent of Instruction. Neill must have been a man of forceful character and very eager for the spread and advancement of education; for, in 1858, he was made Chancellor of the University of Minnesota.

He also preached the first Thanksgiving sermon delivered in Minnesota on December 26, 1850, before a congregation composed of Baptists, Methodists, and Presbyterians

In the light of subsequent events a sentence of his sermon was prophetic. He said: "The gates of the Rocky Mountains will be thrown open and the locomotive, groaning and rumbling from Oregon, will stop here with its heavy train, on its way to some other point."

In spite of the manifold work on Neill's shoulders, he put all his power and vigor in the work at hand. So we find him engaged from 1858 to 1861 in the tremendous task of building up the common schools and higher institutions of learning of the State of Minnesota. Among other schools established chiefly by his effort is the Teachers College at Winona.

When the Civil War broke out, nothing could keep him in civil life. He became Chaplain of the First Minnesota regiment. His services in this capacity must have called for meritorious mention; for, in 1861, Lincoln appointed him hospital Chaplain in Philadelphia. No doubt, it was here that he came into personal touch with the president, who certainly must have been very favorably impressed by Neill's work and personality because in 1864 Lincoln appointed him one of his private secretaries. Neill held the same office under President Johnson. During Grant's administration, he was sent to Dublin as U. S. Consul. Neill's heart, however, was in the struggling institution he had founded in St. Paul, namely, the College of St. Paul. Accordingly he re-

turned in 1870 and began the task of building up and enlarging the college which became Macalester College. He was its first president. When he felt the burden too heavy, he relinquished his post to younger and more vigorous hands and contented himself with serving as professor of history, literature and political science, which position he held till his death.

Despite his eminent services as a preacher and educator, his favorite work was historical research. He certainly could not have had much leisure in the various responsible positions he occupied, but such as it was, he spent it in delving into historical manuscripts and studying other historical sources. Being an Easterner, he naturally devoted his younger years to historical research of Eastern history, especially that of Virginia and Maryland; but, when he came to St. Paul and saw a state in the making, nothing could prevent him from making a profound study of his new home. So we find him publishing a History of Minnesota in 1858 and delivering lectures on historical subjects bearing upon Minnesota. Among them, those of special interest to students in St. Paul are:

The French Voyageurs in Minnesota during the Seventeenth Century.

Life and Writings of Hennepin.

History of Gibways (Chippewas).

Occurrences in and around Fort Snelling from 1819 to 1830.

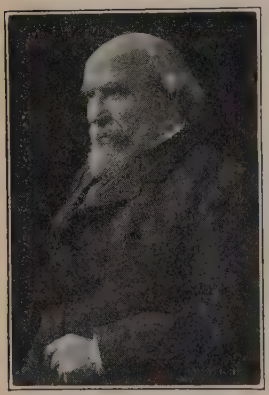
JAMES JEROME HILL

A name that is known all over the world is that of James Jerome Hill, the empire builder. It is inseparably associated with the development of St. Paul and the Northwest.

Mr. Hill was born on a farm in Ontario, Canada, in 1838, of Scotch-Irish parentage. His early education was obtained in a district school and a local academy. It was his good

fortune, however, to come under the guidance of William Wetherald, an eminent teacher, who helped to fit him for his future career. When but fourteen years old, on account of the death of his father, he was compelled to leave school to work in a village store in order to help in supporting the family.

He read substantial books intensively. He studied the primitive methods of transportation on the Oriental rivers. His fancy became inflamed, and young Hill began to dream of improving the river transportation system of the near East. His resolution led him to seek the Pacific coast. The most natural gateway, even in 1856, was St. Paul. He, therefore, worked his way to St. Paul by Chicago and the Mississippi River, arriving here in July, 1856.



James J. Hill.

The last party to the Red River Valley had just left. Although stranded and without a job, he did not bemoan his fate. He became a clerk for J. W. Bass & Co., agents for the Dubuque and St. Paul Packet Company, with whom he served so well that he rose to better and more profitable positions. These years were a period of growth. Alert, gifted with an extraordinary power of observation and a marvelous memory, he gained a masterly knowledge of the prevailing transportation system. He now read standard works of a technical character which enlarged and clarified his understanding of the subject.

Industrious and upright, he saved his money and soon became one of the leading citizens of St. Paul. In 1865, he became the local manager of the Northwest Packet Company.

His enterprise prospered, and he become a thriving, public-spirited business man. His wisdom and energy had won.

Believing in the future of the Northwest and of St. Paul as the natural distributing center for this immense region, Hill became what we call "a booster." He put a warehouse on the levee and started a general commission and forwarding business. Soon afterwards, he contracted with the St. Paul and Pacific Railway Company to handle its local freight. Foreseeing the possibilities of railroad traffic, he traveled to the Red River Valley and Winnipeg, where much of St. Paul business originated. He had no doubt of the great future of this region and awaited an opportune time for entering the railway transportation business.

In 1873, the St. Paul and Pacific Railway Company became bankrupt. Hill took advantage of this situation to interest some prominent Canadian financiers who realized the impossibility of building a railroad from Winnipeg west through Canada to the Pacific, and who were, therefore, willing to join with Hill in constructing a line through the United States. Together they bought the defaulted bonds of the bankrupt road. In 1879, the St. Paul, Minneapolis and Manitoba Railway Company was eventually organized.

This company built branches in all directions through Minnesota and North Dakota, and subsequently, reached the Pacific coast in 1893. The new line from St. Paul to Puget Sound and Portland was called the Great Northern. Mr. Hill had good reason to feel proud of his accomplishment as he achieved this gigantic success without any help from the Federal Government.

Mr. Hill was a man of ability, vision, courage, and consequently, of strength of personal character. Work was a pleasure to him. He made no excuse for himself. What he undertook, he finished. What he promised, he kept. And what he demanded of himself, he demanded of others.

He had an appreciation of the best in art and had a splendid collection of its treasures. He was a student of the world's best literature. As a consequence, he built and donated to the city a magnificent building and library which bears his name.

To many of our public institutions he was a generous giver. Among these were the colleges and seminaries. From one of the colleges he received the degree of Doctor of Laws.

A life is noteworthy that accomplishes so much. A character that is unselfish and that contributes so much to the social need is noble.

CUSHMAN KELLOGG DAVIS

Cushman Kellogg Davis was born in the state of New York in 1838 and died in 1900 in St. Paul. He was one of the most talented men that ever lived in St. Paul. Davis was nationally known as a statesman, writer on literary subjects, and as an orator.

His parents moved to Waukesha, Wis., where he spent his childhood. In 1857 he graduated from the University of Michigan. After completing a thorough course in law, he practiced in Waukesha. Joining the army in the Civil War, he was rapidly promoted and became Adjutant General on the staff of General Gorman. As he contracted typhoid fever in the South, Davis was compelled to leave the army in 1864. Soon afterwards, in 1865, he started a law office in St. Paul. In 1867 he was elected a member of the Legislature. His forceful character and distinguished work as a lawyer soon brought him national recognition, for, in 1868, he was appointed United States district attorney for Minnesota. From 1874 to 1876 he was Governor of Minnesota. His chief merit as executive to the state was the establishment of a railway commission, which was to protect the people against excessive rates.

After his term of governor had expired he devoted his time to private practice. In 1887 he was elected United States Senator. In this higher position he distinguished himself so greatly that he was made chairman of the Committee on Pensions, and later chairman of the Committee on Foreign Relations. As chairman of the Pensions Committee, he was instrumental in having a pension law enacted that put an end to excessive pensions but that was just and fair to the veterans of the Civil War. During his chairmanship of Foreign Affairs the Spanish-American war broke out. When peace was made, President McKinley appointed him as one of the Peace Commissioners. It was largely due to his influence that the United States insisted upon the relinquishment of the Philippine Islands by Spain. During his whole service as a public man, Davis was a vigorous and clear expounder of the Monroe Doctrine. When he died in 1900, both the United States Senate and the House of Representatives paid heartfelt and eloquent tribute to his services, character, and memory.

Cushman K. Davis.

Though Davis did good work for St. Paul and Minnesota, he was more of a national character than a mere local man of eminence and standing. When the army of Tennessee met at Lake Minnetonka, in 1884, General Grant asked Davis to deliver the principal address. The oration delivered on this occasion was heard by Grant, Sherman, and Sheridan. It was, perhaps, the most eloquent address ever given in this state. Almost equally brilliant was his famous oration on the battlefield of Gettysburg, in which he paid tribute to what Minnesota did in the Civil War, and his address given

in St. Paul at the laying of the corner-stone of the new capitol in 1898 is still remembered as the most brilliant speech ever delivered in St. Paul.

As a writer in the field of literature, Davis attracted general attention. His lectures on Modern Feudalism, Hamlet, The Law in Shakespeare, and Madame Roland are notable examples of his ability.

In view of his eminent public service, his firm stand on the side of right without regard to persons and interests, and his literary and oratorical abilities, it must be conceded that he was one of the most versatile and efficient men that has represented this city and state.

JOHN IRELAND

John Ireland was born in 1838 in County Kilkenny, Ireland, and died in St. Paul in 1918. When eleven years old, he came with his parents to St. Paul, where he attended the Cathedral School. From 1853 to 1861 he was in France studying theology. Returning to St. Paul, he was ordained priest and very soon afterwards volunteered his services as Chaplain of the Fifth Minnesota Regiment. Afterwards he became rector of the St. Paul Cathedral. For a short time he served as secretary to Bishop Grace of St. Paul, who sent him to Rome in 1870 as his representative at the famous Vatican Council. In 1875 he was appointed Coadjutor Bishop of St. Paul, and, on Bishop Grace's resignation in 1884, John Ireland became Bishop of St. Paul. In 1887 Bishop Ireland and his friend Bishop Keane went to Rome to consult with Leo XIII with reference

John Ireland.

to the foundation of a Catholic university in Washington, D. C. A short time afterwards he was made the first Archbishop of St. Paul. The St. Paul Catholic dignitary was a commanding personality in various important educational, economic, social, and political movements.

Perhaps the most important influence of the St. Paul archbishop was his outspoken stand for patriotism. Never did he miss an opportunity to proclaim by word and deed the obligations of patriotism. He was always in touch with men high in the national administration, being on a particularly friendly footing with President McKinley, who sent him to Europe in order to explain the American attitude as to the problems resulting from the Spanish-American war.

St. Paul was very dear to the prelate. He took an active interest in all questions and problems affecting the welfare of the city. His last tribute to St. Paul was the erection of the Cathedral, which magnificent structure on the brow of Summit Avenue is one of the glories of the city.

The archbishop was a pronounced advocate of temperance, so that his influence on this subject was felt not only in his church but as a force in politics.

Having seen much of the development of this section and of the whole Northwest, he had great faith in the progress that would follow. On the occasion of the celebration of the bicentennial of the discovery of St. Anthony Falls he gave a memorable address.

Coming to St. Paul when he was but a young man he saw not only the development of the city, but he was a very integral factor in its life. While he fostered the educational and religious institutions of his church, he was equally interested in the promotion of the growth and welfare of the whole city. His activity and influence were the result of great strength of character and the promptings of high ideals.

QUESTIONS

How did Governor Ramsey happen to come to St. Paul?
What kind of a town did he find St. Paul?
What did he do for the city and the state?
Has anything been done in his memory?
Was he a good man to have in office? Why?
Where did Mr. Neill serve in political life?
How was he connected with education?
What church did he build?
Why do you suppose President Lincoln liked him?
What special natural abilities did Mr. Hill have?
What personal qualities helped him to success?
What benefit are men like Mr. Hill to the city?
What offices did Mr. Davis hold?
What abilities did he have besides statesmanship?
As a senator what prominence did he attain?
Can you name some of his notable addresses?
What can you tell of Bishop Ireland's early life?
What kind of American citizen was he?
On what special mission was he sent to Europe?
What building is a monument to his memory?

PARKS AND BOULEVARDS
PROMINENT BUILDINGS

The love of beauty plays a highly important part in all worth while living.

—Henry Newman

CHAPTER XIX

ST. PAUL PARKS AND BOULEVARDS

The beatitudes of nature free to all.
—John G. Whittier

St. Paul has seventy-six parks with a total of 1,500 acres. The largest are Como Park, Phalen Park, Indian Mounds

Scene in Como Park.

Park, Highland Park, and Battle Creek Park. Most of the others are small squares like Rice Park and Smith Park in the downtown district.

Como Park, comprising about 400 acres, stands out for its wonderful display of plant life, for its beautiful memorial monuments, its charming lake, and the enchanting drives in and about the park. It is a park of delight to the people and shows natural beauty groomed and refined by the trained

hand of man. Because of the charm of Como Park and its numerous attractions, such as splendidly kept grounds, beautiful flower beds, magnificent floral creations of high artistic value, also because of the canoeing, boat-riding, picnic grounds, wild-animal enclosure, and, last but not least, the highly popular concerts on summer evenings, the park is frequented not only by St. Paul people, but also by great

Scene in Phalen Park.

numbers of others who love what is beautiful in nature and art. Its average annual attendance of 225,000 visitors, 85,000 picnickers and 25,000 skaters is evidence of its great popularity. Como Park is situated in the northwestern part of the city.

Phalen Park is the largest park of the city. It is kept, as much as possible, in its natural state and abounds in native groves and thickets, and contains golf and tennis courts. A

Venetian waterway connects Lake Phalen by creek, canal, and a chain of minor lakes with Lake Gervais.

Phalen Park is distinctly a park for water sport and golf, tennis, and picnics in summer, while in winter it is frequented by lovers of skiing snd skating. It is the most popular park in the city. Its dominant note is its liberal, tolerant spirit of democratic equality and fellowship. Its

Bathing beach at Phalen Park.

average annual attendance is about the same as that of Lake Como. Each park has its own distinct advantages.

These parks are a delight to all lovers of the beautiful in nature. Still other cities may boast of parks that approach or perhaps surpass them, but there is no park in the country, except perhaps Golden Gate Park, San Francisco, of such unique character as Indian Mounds Park. Located on the brow of a high river crag, it offers a panoramic view

of the city and the Mississippi Valley, particularly the St. Paul Gorge, that is grand and inspiring. Towards the south, the view embraces the steep wooded bluffs of the Mississippi River to South St. Paul and beyond, and westward the eye is enchanted with the bold headlands of the St. Paul Gorge on the one hand, and the towering sky-scrapers of the St. Paul loop district, on the other; while at his feet, the observer will see, several hundred feet below, the Father of Waters slowly rolling toward the Gulf of Mexico. Almost at the very edge of the steep cliff are a number of Indian mounds of great interest, already referred to in the account of Carver's Cave, which is but a short distance upstream at the foot of the steep river bluff.

A mound in Indian Mounds Park.

In passing, it may be said that scientists are not agreed as to the character and racial relations of the builders of the mounds to be found in all parts of the upper Mississippi Valley. Some scientists are of the opinion that the Mound Builders were racially related to the Indians and that their civilization collapsed for some unaccountable reason. Others believe that they were agricultural people that were driven farther west by the wild hunting tribes and finally took refuge in the mountain fastnesses of Colorado and the neigh-

boring states, where they carved out their habitations in the living rock and where they found safety from attack.

In his beautiful poem "The Prairie," William Cullen Bryant portrays for us in a masterly manner the dim past of the era of the Mound Builders. He says:

> "Are they here—
> The dead of other days? And did the dust
> Of these fair solitudes once stir with life,
> And burn with passion? Let the mighty mounds
> That overlook the river, or that rise
> In the dim forest, crowded with tall oaks,
> Answer.
>
> A race that long has passed away
> Built them! . . . . . All is gone—
> All, save the piles of earth that hold their bones."

Battle Creek Park, a magnificent piece of wilderness, is on the Point Douglas Road. It is a canyon of perhaps postglacial or interglacial origin, and comprises at present about 52 acres. A roaring creek, illustrating all varieties of river work interesting to the physiographic student, runs babbling, in leaps and bounds, through the frowning canyon. The narrow flood plain is fringed by steep, almost vertical cliffs and battlements, consisting of Trenton limestone and St. Peter sandstone. A few lone pines here and there throughout the length and breadth of the wild gorge recall the time of red men when this peaceful dell rang with the battle cry of Sioux and Chippewas.

A substantial part of the park is the gift of a public-spirited citizen. Efforts will be made not only to retain the original wild charm of the place but to add to it by planting several thousand pines on the slopes and level stretches of the park tract.

Cherokee Heights Park comprises about 70 acres and is on the west (really south) side of the Mississippi, in the Riverview section of the city, at the southern terminus of the

High Bridge. As the park lies high above the river, the visitor will usually be greeted by a welcome breeze which bids him stop and enjoy the enchanting view up and down the river channel. This park is furnished with conveniences for tourists who may camp in it.

Linwood Park is on the brow of a river terrace at Victoria Street. It has an area of about 20 acres. Its chief attraction is the splendid view that it offers to all lovers of scenic beauty. It is in fact the complement of Cherokee Heights Park. The two parks present an almost unobstructed panorama of the rock-bound cliffs and headlands of the St. Paul Gorge from Indian Mounds Park to Fort Snelling.

Highland Park has only recently been opened. It is located in the western part of the city just east of Snelling Avenue and south of Randolph Street. The park comprises an area of 294 acres and adjoins the Snelling Avenue Reservoir tract of 40 acres.

Highland Park is very high-lying land, attaining in the extreme northwestern corner an altitude of 1,000 feet above sea level, the highest elevation in the city. A special lookout place is to be provided, which will give the finest view of St. Paul and vicinity. The observer will be able to see Mendota, Fort Snelling, and the beautiful meandering Mississippi extending upstream to the Ford Plant. His eye will sweep up the wide Minnesota River valley for miles and miles and down the Mississippi channel to the frowning crags of the St. Paul Gorge.

There will be provided an 18-hole golf course which in case of demand may easily be divided into two 9-hole courses. Two baseball diamonds will give an opportunity to Young America to indulge in the vigorous national game. To the friends of tennis justice will also be done. Care is taken to give family and picnic parties a chance to enjoy a meal in the open, free from all fettering city conventionalities.

Except for water features there is little doubt that Highland Park will soon rank in popularity with Como and Phalen.

After lingering to enjoy the attractions of the St. Paul parks, both residents and tourists will appreciate automobile rides along the beautiful streets, boulevards, and driveways of the city. All main thoroughfares are paved and in good condition. Many secondary streets are also paved, and those not paved are, with very few exceptions, in better condition than the ordinary state highway.

There are about a dozen driveways or boulevards which will bring the ordinary tourist or resident to all points of interest. They are in good condition and most attractive. A few of the more important are here mentioned:

Summit Avenue from Wabasha Street to the Mississippi River.

River Boulevard Drive from Marshall Avenue to Fort Snelling *via* Ford Plant.

Wheelock Parkway from Lake Como to Lake Phalen.

University Avenue from Robert Street *via* the State Capitol, Montgomery Ward's to State University, Minneapolis, and on through Minneapolis.

White Bear Lake Road from St. Paul Hotel *via* East Sixth Street to Arcade Street to White Bear.

Lexington Parkway from Summit Avenue to Como Park.

Edgecombe Road from Lexington Avenue west and southwest to West Seventh Street to Fort Snelling.

Cherokee Heights Driveway.

All American cities have residential districts of which their inhabitants are proud. St. Paul, on account of its unusually attractive landscape, has many districts where there are fine driveways and imposing residences. The most noted districts are Summit Avenue and the River Boulevard.

The better part of Summit Avenue extends from the Cathedral to the Mississippi River. It is shaded with large

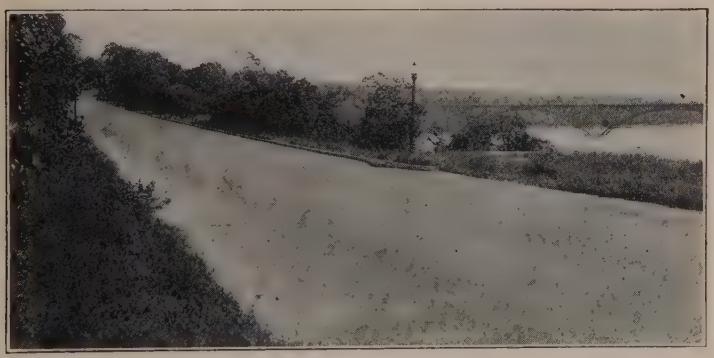
trees and adorned with a middle boulevard. The residences are spacious and imposing, and neat lawns set with flowers and shrubbery complete an appealing picture.

The Mississippi River Boulevard Drive from the Town and County Club grounds, on Marshall Avenue, to Fort Snelling is perhaps the scenic driveway in the city. The deep river gorge with greenery of grass, shrubs, and trees on one side and palatial residences set in wide grounds on the other

A view on Summit Avenue.

form a driveway that can not help being interesting and impressive to both resident and tourist. The Boulevard Drive winds along the Mississippi in graceful curves that delight the lover of the beautiful. Here and there the charms of the road are enhanced by artistic bridges over canyon-like gulches and babbling creeks, rumbling cascades, and waterfalls. One side of the boulevard is fringed with park-like holdings which form a magnificent frame for the beautiful colonial homes that abound along the driveway.

University Avenue west of Dale Street is a notable business street that in every respect commands attention and interest and that serves as a model to architects and city planners. It is the widest business street in St. Paul, and has the heaviest traffic of any street in the Twin Cities. What lends particular attraction to this splendid business thoroughfare is the number of modern, palatial business houses. Many of them are located some distance from the street in park-like settings. All have the most recent equipment for transacting business and the best planned ventila-



A portion of the River Boulevard Drive.

tion and sun-exposure systems. In some of them no pains have been spared to give to the interior an artistic finish by way of mural decorations, pictures, and paintings.

Wheelock Parkway extends from Como Park to Phalen Park along the northern edge of the city. It is an undulating, curving pleasure drive that affords a splendid view of the city.

Cherokee Heights Driveway lies along the south bank of the Mississippi. From its height on the bluff it affords an enchanting view. As one looks out from it at night, the city looks like a fairyland. The approach to the city from the

West Side over Highway Number One, or Minnesota's Avenue, presents an impressive sight by day or night.

Bridges for street cars, automobiles, and pedestrians extend across the Mississippi at Wabasha and Robert Streets. The High Bridge, spanning the river at Smith Avenue and rising from the north side to the high bluff on the south, is a prominent feature of the picturesque landscape. This bridge is 2,773 feet long.

There are two new bridges of immense proportions, one extending from Fort Snelling to the Mendota side of the Minnesota River, and the other connecting the Ford Plant with Minneapolis. The Mendota bridge is 4,200 feet long and cost $2,500,000. The bridge at the Ford Plant is 1,525 feet long and cost $1,372,000.

Streets have been named after the following early settlers:

Edward Phelan (Phalen)	Alexander Ramsey
A. L. Larpenteur	Lucien Gaultier
Henry H. Sibley	Joseph Cretin
Charles E. Flandrau	A. Ravoux
Henry Jackson	Norman W. Kittson
Nathaniel Langford	W. R. Marshall
W. H. Randall	Henry M. Rice
Joseph Rondo	Albert Scheffer
Louis Robert	John J. Dewey
David Olmstead	Josiah Snelling
Wabasha (Sioux Chief)	Wacouta (Sioux Chief)

Western Avenue was so called, because, at the time it was named, it was the western boundary of the city.

QUESTIONS

How many city parks can you name?
What are the special attractions of the four largest?
Of what advantage are parks to a city?
What are some of our finest driveways?
Where would you go to get the best views of the city?

CHAPTER XX

PROMINENT ST. PAUL BUILDINGS

Histories in blazonry and poems in stone.
—Ouida

There are five buildings in St. Paul of more than ordinary interest. Three of them are models of architecture, practically without peers in the Middle West. One of them dominates the city, both by its unrivaled location and the colossal massiveness of its dome. The two others are models of efficiency and elastic adaptability for business and civic purposes. These noteworthy buildings are the State Capitol, the Cathedral, the Public Library and Hill Reference Library Building, the Auditorium, and the Union Depot.

STATE CAPITOL

Experienced travelers, eminent architects, renowned artists, and writers of international reputation who have seen the Minnesota State Capitol at the head of Wabasha Street regard it as a whole and in all its parts a peerless public building, a modern structure with hardly a rival in the Americas and very few of equal charm, beauty, and harmony in Europe. Says Kenyon Cox in the Architectural Record of August 1905: "When its white dome first swings into view there is a shock of surprise, then a rapidly growing delight in its pure beauty, and, as one studies the building, inside and out, the surprise and delight increase. One leaves it with regret and with the hope of return, and it takes its place in one's memory with other works of art that have made a deep impression. It is, henceforth, one of the elements of one's artistic culture." If a master architect uses such language, what can a layman say! He does not know, but he feels that

the words are in accord with the charm and harmony of the matchless building.

The building is one of the best examples of the Roman-Renaissance style of architecture. Its crowning glory is the perfect harmony between dome, facade, and the width and length of the whole structure.

The body of the structure is of Georgia marble. The foundation, the terraces, ballustrades, and staircases are of St. Cloud granite. The interior floors are of marble mostly from Georgia, Tennessee, and Egypt. The grand staircases are of Italian and Greek marble, and most of the gigantic pillars are of Minnesota granite. The wall finishings are for the most part of Kasota and Mankato limestone.

The State Capitol grounds comprise 8 acres. The length of the Capitol is 433 feet, its greatest width 228 feet, the dome is 220 feet high.

The total cost of the grounds and structure was $4,500,000. Building operations began in 1898 and were brought to completion in 1905.

Above the three loggias over the main entrance are six statues of heroic size, Wisdom, Prudence, Courage, Bounty, Truth, and Integrity. Above this row of personified virtues is the crowning feature of the facade, and that is the Quadriga, illustrating the progress of the state. It is a representation of Prosperity standing upon a chariot drawn by four spirited horses, guided by two youthful, vigorous women. Prosperity, herself, holds in one hand the "horn of plenty" and in the other a state banner.

The interior is very beautiful. The magnificent staircases, the colonnades of proud pillars, the mural decorations, and the many statues and symbolic designs create an impression of wonder. The observer is bewildered by the multitude of beautiful forms and figures and the exquisite harmony of each individual work of art, on the one hand,

and the complete harmony of the entire scene, as a whole, on the other.

The paintings may be divided into two classes, first, those pertaining to the history and development of Minnesota, and, second, those of wider and more general interest.

In the rotunda are four panels, made by that master of mural decoration, Edward Simmons. These four magnificent panels illustrate "The Civilization of the Northwest." The first portrays the departure of a young man from the convention-bound East; the second, the perils and obstacles on his way west; the third, the taking possession of the promised land by breaking the virgin soil; and the fourth, the pioneer at his maturity, enjoying the fruit of his labor and ready to send his produce to the whole world.

Under the light vaults over the two grand staircases are numbers of beautiful lunettes, portraying the various occupations of the people of Minnesota, such as: Dairying, Horticulture, Stone-Cutting, Logging, Hunting, Sowing, Milling, Mining, Winnowing, the Coming of the Pioneer, Commerce, and Navigation. These lunettes were designed by Garnsey and painted by Willett. Another lunette, near the door of the Supreme Court Chamber, "The Contemplative Spirit of the East," by Kenyon Cox is a beautiful, suggestive work of art, fully equal to the classical design of "Yesterday, To-day and To-morrow," by Walker, over the west staircase. In the Senate Chamber are two magnificent symbolic lunettes, by Edwin H. Blashfield: (a) The Discoverers and Civilizers Led to the Source of the Mississippi, and (b) Minnesota, the Granary of the World.

In the governor's reception room are several beautiful paintings, referring chiefly to the scenes and actions of Minnesota troops in the Civil War. They are as follows:

The Fifth Minnesota Regiment at Corinth, by E. H. Blashfield.

The Third Minnesota Regiment entering Little Rock, by S. M. Arthurs.

The Fourth Minnesota Regiment entering Vicksburg, by Frank D. Millet.

The Battle of Mission Ridge, by Douglas Volk.

The Battle of Gettysburg, by Rufus H. Zogbaum.

The Battle of Nashville, by Howard Pyle.

The other two paintings in the Governor's Reception room are:

The Treaty of Traverse des Sioux, by Frank D. Millet.

Father Hennepin Discovering the Falls of St. Anthony, by Douglas Volk.

In the Supreme Court Chamber are four masterly lunettes, by John La Farge, perhaps the foremost of American mural painters.

Moral and Divine Law. (Moses on Mount Sinai.)

Relations of the Individual to the State (Socrates explaining duty and protection.)

Recording of Precedents (Confucius transmitting the wisdom of the ages).

Adjustment of Conflicting Interest (Struggle of Church and State).

As long as there shall be a sense of beauty and harmony, for proportion and adjustment, and for work well done, so long will this Capitol be an object of admiration.

PUBLIC AND HILL REFERENCE LIBRARY

In its majestic simplicity, reposeful lines, and splendid harmony, the City Public Library and Hill Reference Library Building resembles in grace, outline, and form the wonderful structures of the Italian Renaissance. This beautiful edifice houses the wisdom of the ages for the busy people of St. Paul and is frequented and used by rich and poor, old and young, in fact by all that live a life on the high plane of serious endeavor and uplifting thought.

The outside of this building is selected Tennessee marble. The larger rooms are finished in vesta gray Mankato stone or Kettle River sandstone.

Above the Mankato stone columns in the lobby is a masterly frieze, consisting of lettered panels and symbolic groups representing Knowledge, Instruction, Science and the Arts. The decorations of the ceiling of the delivery room are medallions in full color of the Muses, Furies, Fates, and Graces. On the main beams, next to the delivery desk, are the Muses, representing History, Astronomy, Tragedy,

The St. Paul Public Library and Hill Reference Library.

Comedy, Choral Dancing, Epic Poetry, Love Poetry, Lyric Poetry, and Sacred Poetry. On the side next to Fourth Street are the Furies; Envy, Remorse, Vengeance; the three Fates spinning, measuring, and cutting the thread of life; and the Graces: Singing, Social Dance, and Feasting. Over the door is Mercury, the wingfooted messenger of the gods. In the General Reference Room on the second floor the structural beams are inscribed with the names of the greatest minds of Greece, Rome, Italy, Germany, Holland, France, and England.

The Hill Reference Library forms the east wing of the Library Building. The interior is Roman and Renaissance in style. The magnificent pillars and the interior wall finish are of Kettle River sandstone. This part of the ground and building was donated and endowed by James J. Hill.

In this library is housed the best permanent literature of all the nations, especially in history, philosophy, economics, science, and religion. Mr. Hill excluded all books on law and medicine, because there were already ample storehouses for these two important branches of learning in St. Paul. According to his wishes, all juvenile books and all books of fiction, except those of permanent literary value, were also excluded. The library contains 40,000 volumes.

The Hill Reference Library is the workshop of the student and the scholar and is used extensively for research purposes by the more serious type of men and women, not only of St. Paul but also of the whole Northwest.

The ground for the City Library was purchased with money subscribed by citizens and the building was erected by the City. The two libraries are thus housed in one attractive building.

The City Public Library contains 353,156 volumes and in a year makes loans of books amounting to 1,544,401. The reading room is supplied with 911 magazines. In a year the reference department has answered 25,755 inquiries for information, 7,150 of which were by telephone.

It has four main branches and 60 other stations, maintains libraries in 103 public and parochial schools and 13 hospitals, and during the year furnishes room for nearly a thousand meetings and classes.

One hundred and eighteen persons compose the staff.

It is thus seen that this library and the Hill Reference Library are two of St. Paul's most indispensible and beneficent institutions.

ST. PAUL AUDITORIUM

The St. Paul Auditorium, between Fourth and Fifth Street near the Library Building, is a building of which St. Paul may well be proud. It is a fine example of a building of maximum civic use at a minimum of expense. On account of its large seating capacity it enables St. Paul to accommodate important conventions and expositions.

It is one of the largest adjustable buildings in the world. When the building is used for an ordinary public performance, its capacity can be reduced to 3,200; when desired for exhibition purposes, ample space can be provided for 6,000 persons, and, in case of large conventions, its capacity can be increased, so as to provide comfortable seats for 10,000. The architects of the building, Reed and Stem, say: "The general plan of the Auditorium, which covers a site 181 feet by 301 feet is based on the use of an arena 125 feet by 200 feet, surrounded by boxes. The architects have devised a system of private boxes, enabling a portion of this space to be formed into a fan-shaped plan, which by the addition of a movable proscenium, creates a theatre, complete in every detail. When used for exhibition purposes, the parquet seating is floored over, thus providing a rectangular arena, surrounded by boxes, and provided with ample circulating space which is secured by a system of arcades entirely encircling the arena boxes."

The auditorium contains an organ appropriate to the size of the building. A professional organist is employed, who gives free public recitals and broadcasts programs through local stations. These programs are of a high order of excellence.

The cost of the auditorium and of the organ was raised by public subscription. St. Paul citizens have been generous in contributing to works that advance the general welfare of the city.

ST. PAUL UNION DEPOT

The St. Paul Union Depot is one of the largest station houses in the world. Anybody entering the city by railway becomes at once aware of entering a metropolitan city. There is no such imposing structure serving similar purposes west of Chicago, excepting at St. Louis and Kansas City. The stranger coming from the train and entering the spacious waiting room is much impressed by the gigantic proportions of walls, floors, and ceiling. He is really wondering whether it is not too much to ask him to walk through the almost boundless length of the waiting room and concourse to the taxi stand or the street car.

"St. Paul is the clearing house of the Northwest for passengers, baggage, mail, and express," says Railway Age. "Accordingly large quarters have to be provided. These have been attained by putting the waiting room over the tracks and the quarters necessary for baggage, mail, and express under the tracks." The station yard contains 22 passenger tracks and 2 freight tracks. Fourteen of the 22 passenger tracks are used exclusively for through trains and 8 for local traffic. This great trackage is necessary in order to accommodate some 230 daily passenger trains carrying from 12,000 to 30,000 passengers in and out of St. Paul and to transport from 5,000 to 7,000 pieces of baggage.

The concourse is at the Fourth Street entrance and offers opportunity for the ordinary services required by travelers. On one side of the concourse are two dining rooms and on the other a large drug and stationery store.

In the main waiting-room which is 80 feet by 360 feet, the traveler will find a separate door for each track and train indicator on the side of the door, informing him of the time of departure of his train. Each pair of tracks can be reached by a stairway and passenger elevator. The fact that a public dance was given in the main waiting room, attended

by 10,000 people, will give some idea of this wonderfully spacious room which is so adequate and impressive.

ST. PAUL CHURCHES

The people of St. Paul are a religious people. More than 200 churches, synagogues, and public halls devoted to religious services testify to this fact. Churches were some of the very first buildings erected in the city. Among the churches several have genuine architectural merit. Some of them stand out as examples of unusual distinction. They are the Cathedral on the brow of Summit Avenue, the House of Hope, something like a mile west of the Cathedral on the same street; a few blocks farther west, St. Luke's; the Central Presbyterian; the Church of the Reformation at Oxford and Laurel; the Hamline Methodist on Capitol Avenue; and St. John's at Portland and Kent.

THE CATHEDRAL

The Cathedral, occupying the most commanding location in St. Paul, and, therefore, visible from practically all parts of the city and surrounding country, is a magnificent structure built on the Greek Cross plan. The exterior and interior are characterized by massiveness, solidity, and endurance. At the same time the sculpture both on the exterior and in the interior give to the building a grace, charm, and beauty that visualize before us the famous cathedrals of France.

The material used is St. Cloud granite, a durable stone that can defy the ages, the same rock that is the underlying base rock of the whole state of Minnesota.

HOUSE OF HOPE

Though smaller and less massive than the Cathedral, the House of Hope has a charm all its own. Built in the Elizabethan style, its chief characteristic is, perhaps, its grace of form and the almost perfect harmony of its proportions. The exterior and interior are architecturally without a flaw.

1. St. Paul's first church erected and source of the name of the city. 2. Cathedral. 3. Evangelical Lutheran Church of the Reformation. 4. St. Luke's. 5. Central Presbyterian. 6. Hamline Methodist. 7. House of Hope Presbyterian Church. 8. St. John's Episcopal Church.

There is a "carillon," or chime, of bells in the tower. "The style of the House of Hope Church is modified Gothic on English precedent, but not copied from any old building. It preserves the traditional ecclesiastical arrangement of nave and aisles, divided by columns, but in proportion is much wider than older churches. The chancel arrangement reverts to older custom, with the communion table in the center, flanked by seats for the choir at the sides, and, nearer the congregation, are the pulpit and the lectern. The Parish House is at the west of the church, and the tower is placed between the two buildings to give a central accent to the whole composition."

ST. LUKE'S

This magnificent specimen of Romanesque architecture is situated at Summit and Lexington Avenues. It can, therefore, be seen to favorable advantage. The building is 198 feet, 5 inches by 116 feet, 7 inches. It is built of Bedford stone and cost with grounds $466,000 exclusive of inside furnishings. The interior is constructed of Kasota limestone. The facade is formed by three elaborate portals, a fine rose window, and a row of small arches above to give finish and balance to the whole decorative scheme. This imposing front ranks with the best in the world.

ST. JOHN'S

The church of St. John the Evangelist is of Gothic architecture and is constructed of Minnesota and Bedford limestone. The interior is of brick faced with plaster of a soft gray color, contrasting with the warm brown of the oak woodwork and the glowing colors of unusually beautiful stained glass memorial windows. The reredos of the altar is a reproduction carved in oak of the Leonardo da Vinci painting of The Last Supper and was the first of its kind in this country. The font is a life-size figure of an angel done in white marble and holding a receptacle for water. Over

the altar is a large, beautiful, and valuable stained glass window given by the parishoners in memory of St. John's "gold star" men and as a tribute to her veterans of the World War. Beautifully designed lights complete an interior that is pervaded by an atmosphere at once restful, dignified, and devotional.

CHURCH OF THE REFORMATION

The Evangelical Lutheran Church of the Reformation is located at Oxford Street and Laurel Avenue. Its architecture is a modified Tudor Gothic. It is built of native limestone. The main building is cruciform, with transepts of ample proportions. The chancel is its crowning feature, with its paved flooring and altar and pulpit of marble. The windows are of fine art glass.

HAMLINE METHODIST CHURCH

The architecture of this church is Gothic. The exterior is of Bedford limestone in accurate Gothic detail and the walls are laid in random ashlar. The spire rises 160 feet and is crowned with a gold cross. All metal work is copper. Marble steps lead to the platform and a striking arch of carved stone frames the sanctuary. Large wooden trusses resting on Gothic columns support the paneled ceiling.

At each of the four ends of this cruciform church there is a large stained window. There are also ten Clare-story windows with Gothic tracery.

CENTRAL PRESBYTERIAN CHURCH

The Central Presbyterian Church was erected on the site of the older structure built in 1854. The corner stone was laid in 1889. The style of the building is Romanesque and is of red sandstone quarried near Mankato. The interior decorations are in the Byzantine style.

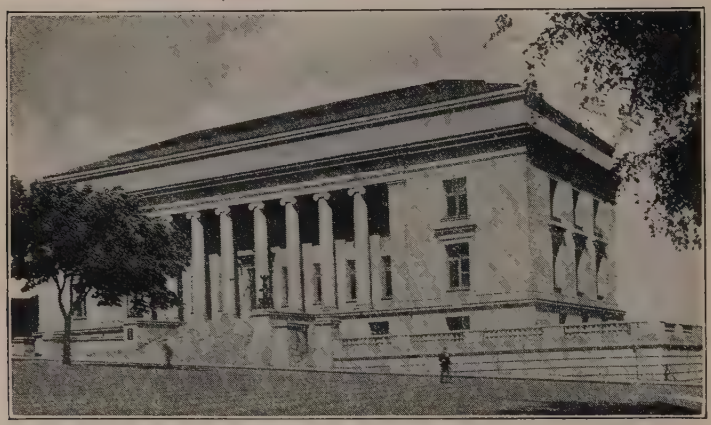
OTHER BUILDINGS

Another fine building belonging to the state is the His-

1. Courthouse and City Hall. 2. U. S. Post Office. 3. Athletic Building. 4. Pioneer Building. 5. Railroad Building. 6. Merchants National Bank Building.

torical Building located near the Capitol. It is occupied by the State Historical Library and the State Department of Education.

Standing apart in the very heart of the city is the Courthouse and City Hall. In it are housed the majority of the city and county offices and the various court rooms. It is, therefore, the center of much public business.



The Historical Building.

St. Paul is noted for the excellence of its hotels. The two largest and most recent are The Saint Paul and Hotel Lowry. The Saint Paul has three hundred rooms and Hotel Lowry has three hundred and twenty-two. The residence district on "the hill" is well served with such family hotels as The Marlborough, The Angus, and The Commodore.

In addition there are The Ryan, The St. Francis, The Frederic, The Boardman and about sixty smaller hotels conveniently located to accomodate transient and resident patrons.

There are many tall and spacious office buildings in the city. The Lowry Building and the Hamm Building are occupied almost exclusively by physicians and dentists. The

1. Hotel Lowry 2. Saint Paul Hotel 3. Union Depot 4. Hamm Building
5. Looking along Fourth Street 6. Lowry Building

Merchants National Bank Building, the Pioneer Building, the Capital National Bank Building, the Commerce Building, the New York Building, the Exchange Bank Building, and the Builders Exchange are used for offices.

On top of the Merchants National Bank Building is a powerful double electric searchlight as a beacon to guide aviators to the landing field, or airport, across the river. One of these lights will be trained on the field, while the other will be a signal capable of being seen for fifty miles and able to penetrate a fog. It has one million candlepower.

The Railway Building is one of the most conspicuous office buildings. It contains the offices of the Great Northern and the Northern Pacific Railways, and the spacious quarters of the First National Bank.

It is impossible to enumerate the prominent manufacturing and wholesale buildings. There are many in various parts of the city. Some of them, especially those on University Avenue, are located in open and attractive grounds and the buildings themselves are large and provided with all modern business facilities and sanitary arrangements.

The picture of the sky line of the city reveals the fact that here is a truly metropolitan center. The Capitol and the Cathedral seen from afar from every angle of approach, the spires of churches, the grandeur of many public buildings, and sky-scraping homes of business impress their magnitude and magnificence. As from many of its surrounding lookouts the terraced city is seen shining by day and glittering by night, it awakens a throb of wonder.

QUESTIONS

What are the most notable state buildings in the city? City buildings? Churches? Business Buildings?

What kind of stone is used in the Capitol? The Cathedral? The Library?

In what style of architecture are some of the churches built?

Arrange to study the paintings in some notable building.

EDUCATION

HOSPITALS AND CHARITABLE INSTITUTIONS

The educated man is calm in adversity, happy when alone, just in his dealings, and rational and sane in all the affairs of life.

—Ramsey MacDonald

CHAPTER XXI

EDUCATIONAL INSTITUTIONS

Next in importance to freedom and justice is popular education.
—James A. Garfield

St. Paul is well supplied with educational institutions. The educational advantages of a city are always one of its chief recommendations and attractions. It would seem that here at home there is ample opportunity not only for excellent common school education that includes history, literature, and the practical industrial arts, but for college, technical, and professional training as well.

The city supports six senior high schools, Central, Harding, Humboldt, Johnson, Mechanic Arts, and Washington. These buildings are splendidly situated and are finely equipped. There are seven junior high schools, Cleveland, Marshall, Monroe, Murray, Roosevelt, Wilson, and Maria Sanford. To these should be added sixty-seven grade schools.

The total enrollment in the city public schools for the past year was 41,500. The total cost of conducting these schools for the same time was $3,450,000. The number of teachers was 1,435.

Besides administrative officers and teachers the city provides a director of hygiene, an oculist and aurist, dentist, medical inspectors, school nurses, and director of attendance and special activities.

There are forty-six parochial schools, including those of different religious denominations. In these are enrolled about 15,000 pupils.

There are five colleges, Macalester, Hamline, Concordia, St. Thomas, and St. Catherine's.

Macalester College was opened in 1885 as a college for

Central High School and Mechanic Arts High School above Humboldt and Johnson High Schools below.

young men but was subsequently made co-educational. It is under Presbyterian control. A forty-acre campus, with Main Building, Science Hall, Wallace Hall, Kirk Hall, Gymnasium, Chapel, and President's residence constitute its physical equipment. Shaw Athletic Field furnishes ample opportunity for all athletic and out-door sports. The Macalester Conservatory of Music is a part of the college.

Hamline University, the pioneer college in Minnesota, was established March 3, 1854. In August a building was begun in Red Wing. Conditions caused the closing of the institution, and it was not until 1880 that the college was located in St. Paul. The campus consists of ten city blocks, where there are six buildings, the Carnegie Library, University, Science, and Goheen Halls, the Gymnasium, and the Manor House, besides the President's home and five fraternity buildings. A modern athletic field and stadium with an excellent track were completed in 1921. The institution is under Methodist control.

The College of St. Thomas, St. Paul, Minn., was established in 1885 by the late Archbishop Ireland. The faculty is composed of priests and laymen. It is a boarding and day school. The college aims to give a thorough Christian training to young men. Degrees are conferred in the Arts, Education, Commerce and Law. Preparatory work is offered in Law, Medicine, Dentistry, and Engineering. A four-year Military Academy is conducted in conjunction with the College. Students receive their military training from officers of the U. S. Army.

Concordia College was founded in 1894 under the management of the Evangelical Lutheran Synod of Missouri, Ohio, and other states, for men only. Its campus consists of 21 acres and is furnished with an administration building, four dormitories, a gymnasium, and faculty residences.

It offers a regular course in arts and sciences and is an accredited junior college to the University of Minnesota.

The College of St. Catherine was founded in 1911 by Archbishop Ireland. It is strictly a college of liberal arts and sciences, and is the only college in the city exclusively for women. The campus comprises 111 acres beautifully situated on a wooded upland overlooking the Mississippi River. The following buildings constitute an attractive and adequate equipment: Derham Hall, College Hall, Gymnasium, Jeanne d'Arc Auditorium, Cecilian Music Hall, Mendel Hall, and Chapel of Our Lady of Victory.

Private schools of academy grade are St. Paul Academy, Oak Hall, Bethel Academy, Summit School, and St. Joseph's Academy, and St. Paul Luther (Junior) College and Cretin High School.

There are several theological schools—Bethel Theological Seminary (Swedish), Luther Seminary (German), Luther Theological Seminary (Norwegian), St. Paul Seminary (Catholic), and Seminary of United Norwegian Lutheran Church.

Among the technical schools are Northwest Institute of Medical Technology, The Ramsey Institute of Technology, the School of Traction and Engineering, and the St. Paul College of Law.

The State College of Agriculture, a part of the University of Minnesota, is located near the fair grounds.

The University of Minnesota, rated as one America's leading universities and offering courses in liberal arts, law, medicine, dentistry, engineering, and other sciences, is located within easy access and is a decided advantage to those who wish to pursue university studies or take special extension courses.

There are other schools for mechanics, secretaries and stenographers, watchmakers, accountants, and nurses.

Woodrow Wilson Junior High School.

Washington High School.

Roosevelt Junior High School.

Harding High School.

Ames Grade School.

Linwood Grade School.

Although the St. Paul Institute is not a school, it conducts evening classes which provide high school training for those beyond grade school age who are obliged to work during the day. Credit for this work is accepted by the University of Minnesota. The Institute has the only public art gallery in the city. The annual number of visitors is over twenty thousand. It also has a museum of minerals, fossils, animals, plants, and Indian relics that is visited by sixty-five thousand persons every year. Under its auspices many field clubs, study groups, educational contests, social gatherings, and lectures are conducted. It also conducts the Minnesota School of Art.

The five colleges and the St. Paul Seminary are located in the western part of the city, and are distinguished for their splendid buildings and spacious and beautiful grounds.

It is rare that a city is so well provided with so varied means of education. The citizens have been generous in voting money to erect and equip new buildings as the growing needs have demanded. Older buildings are being displaced by more modern ones. The colleges also have been generously endowed and are adding to their facilities and usefulness.

Every boy and girl in the city can be assured that the opportunities for education are not surpassed elsewhere. Whatever may be the life ambition, here amid the most inspirational influences are the means and the incentives of success.

QUESTIONS

How many teachers in the public schools? Pupils?

What did it cost to conduct these schools in the school year 1926-1927? How much per pupil?

What institutions offer academic education? Collegiate?

What religious and technical schools are in the city?

Tell what the St. Paul Institute does.

Why should a common-school education be compulsory? Might the library be called an educational institution? Why?

CHAPTER XXII

EDUCATIONAL AIMS AND ACTIVITIES

The real object of education is to give children resources that will endure.

—Sydney Smith.

The school, perhaps more than any other agency, is charged with the responsibility of educating and developing those who are soon to be citizens and who, in turn, will mold those who follow them. Everywhere it has followed the course of civilization. Education, training, and character building are essential to the public welfare. Hence it is appropriate to mention a few of the aims and activities of our schools. As not all activities are conducted in one school, pupils themselves may not realize the full extent of the work of the whole school system.

In St. Paul, as in other growing towns, the old district school gave way to graded schools. For a long time reading and spelling, arithmetic and writing were the principal subjects of study. But demands for other subjects in the grades, such as history and manual training, kept growing and need was felt for more preparation than the early grades could give. So, like all other progressive cities, St. Paul has added new studies, established high schools, and now has special schools and classes not known nor considered necessary fifty years ago. St. Paul, too, was one of the first cities to establish public school kindergartens. Now, besides kindergarten, grades, and high school, we have intermediate, or junior, high schools, a vocational school for boys, special classes for the blind and deaf, summer schools, and evening classes for adults who may wish to take studies which they were compelled to miss in their earlier years.

When St. Paul was founded, schools were placing the emphasis of education on the "three R's," and on growth of patriotism and moral character. These are still most important; but work and aims have broadened. A few years ago someone gave the aims of the modern school under seven main purposes: sound health, worthy home membership, mastery of the tools of learning (the subjects studied), faithful citizenship, vocational effectiveness, wise use of leisure, and ethical character.

The schools of to-day have organized activities that tend to the realization of all these objectives. The health of pupils is watched and promoted not only by classroom instruction and work in physical training and health studies in home economics classes, but also through a staff of physicians, dentists, and nurses who are working through the school year to detect disease and defects and to prevent the spread of contagion in the schools.

Through organized plays and games, garden clubs, orchestras, stamp clubs, dramatic clubs, and others, schools now provide means for good use of leisure time. In platoon schools some groups are on the playground in fair weather almost every hour of the school day, while others in the literature rooms are getting appreciation and taste for good reading and learning about the use of books and libraries.

In working for civic responsibility or faithful citizenship many means are used. Civics is taught, but not simply in the abstract. Courtesy, civic pride, respect for the rights of others, realization of one's own duties, personal health and public sanitation are all held to be within the activity of all pupils.

To teach safety and to give pupils a part of the duty of protection, the school police was organized. It is conducted under the direction of the Department of Education with a Lieutenant of police in charge during the school year.

The organization consists of one Chief of School Police and a patrol of one captain and five or more officers from each school. This system is original in St. Paul.

There are 1,500 school police in the city.

In this day when it is said that there is a growing disrespect for authority it is heartening and hopeful to know that the boys themselves are building characters that will fit them for ideal citizenship. Their present responsibilities

Early interest in educational activities. Twelve nationalities are represented in this class. The school prepares them all alike for a common and better citizenship.

are developing a spirit that will make them alive to the public interest in later years.

Another side of school activity less known but increasingly important is carried on in social centers and evening classes. The city school system operates sixty gymnasiums five hours a day and five days a week as a part of its day school curriculum.

In some communities the basketball games of the Church League are played at the schools, while, in others, boys' clubs

of industrial firms are allowed to use the gymnasium. The school is able in many ways to serve as a community center.

Almost every building has its parent-teachers association or mothers club which provides for fellowship between the faculty of the school and the community. The school auditorium is often an asset to these organizations in their effort to raise funds by sponsoring lyceum courses or community entertainments. Thus the school and the home are identified in their common interests.

Such subjects are included in the curriculum as are believed will best qualify for life and ability to earn a livelihood. Reading, writing, arithmetic, geography, history, manual training, art, music, and expression afford a wide range of study and culture.

In June 1927, 2,353 pupils finished the eighth grade in either public or parochial schools and in September practically 90 per cent of these entered either public or private high schools. This is a very high percentage and shows that the St. Paul schools are functioning with unusual success.

It will be seen that the seven objectives before mentioned are a vital part of St. Paul schooling and that, when they are translated into citizenship, there will be the consummation of the ideal of education and the city will be enriched and rewarded by capable and noble men and women to be.

QUESTIONS

Why does the city spend so much money on its schools?

In what ways does the school help boys and girls to become good citizens?

How do the school police help the city? Themselves? Companions?

In what ways do the schools prepare boys and girls to earn a living?

CHAPTER XXIII

HOSPITALS AND CHARITABLE INSTITUTIONS

> The charities that soothe and heal and bless
> Are scattered at the feet of men like flowers.
> —William Wordsworth

Although the span of human life has been considerably lengthened by the discoveries of modern science, humanity is still subject to many diseases. We still need physicians and hospitals. Sickness and surgical operations are best cared for under better sanitary conditions than can be obtained outside of hospitals. In a great industrial city there are, also, more accidents than in rural communities and more need, therefore, for hospitals. In a city there are more unfortunate and dependent people for whom the city must furnish care in illness or misfortune.

St. Paul is well supplied with about twenty hospitals of various kinds. The Ancker City and County Hospital is supported by public taxation. It is open to those who can pay in full for its service, or pay in part, or who are unable to pay at all. This hospital is the only one except the Dale Street Infirmary that receives patients suffering from contagious diseases. The Dale Street Infirmary is supported by the city and cares for patients suffering from smallpox.

The larger general hospitals are St. Joseph's, the Miller, St. Luke's and the Midway. These are furnished with two hundred to two hundred and fifty beds each and offer ample service to many.

The Mounds Park Sanitarium provides general service and makes a specialty of nervous diseases.

There are also the Bethesda Hospital, the Roosevelt

Hospital, St. John's Hospital, St. Paul Hospital, and the West Side General Hospital.

St. Luke's Hospital has a separate building for the treatment of children, and the Gillette State Hospital for crippled children is located near Phalen Park.

The Northern Pacific Hospital is primarily for employees of the Northern Pacific Railroad.

The Children's Hospital, located on a sunny side hill of Pleasant Avenue, has a capacity of 75 beds and is splendidly equipped for the treatment and care of child patients. It is devoted to the care of disease, the study of the prevention of diseases of children, and the training of doctors and nurses for work with children. It is affiliated with the graduate school of the University of Minnesota.

There are also the Bethesda Invalid Home at Lake Gervais and the U. S. Veteran's Hospital at Fort Snelling.

St. Paul has twenty-seven charitable institutions of various kinds. The St. Paul Community Chest contributes to the maintenance of these and other similar agencies more than half a million dollars annually. This Chest is supported by voluntary contributions of many citizens.

Charity does not consist alone in the giving of food, clothing, and shelter to those in want, but in constructive work also, such as in reducing the infant death rate, in preventing tuberculosis, in restoring families to self-support, in finding work for the unemployed, in safeguarding the health and morals of the young, in aiding the blind, and in providing homes for orphans and neglected children.

One prominent St. Paul charity deserves special mention. It is the Wilder charity. Mr. Amherst H. Wilder left a bequest to endow and conduct it. The funds at present amount to more than $3,351,000. Its object is "in a permanent manner to relieve, aid, and assist the poor, sick, and needy people of St. Paul."

The Wilder Dispensary gives free service in diagnosis of eye and ear diseases and in the treatment of adenoids. It has also a psychiatric (mental healing) clinic.

This charity assists other charities by the free use of its facilities. It also maintains a day nursery and health centers.

There are also homes for the aged, Jews and gentiles, black and white.

In addition to those services which the city or private institutions render to the unfortunate or needy, the county provides a Poor Farm, the state maintains institutions for the blind, the deaf, the feeble-minded, and the insane, and the national government has established hospitals for the care and rehabilitation of soldiers that suffered in the war from wounds, disease, or shell shock.

The Children's Preventorium at Lake Owasso cares for children of tubercular families or who have been openly exposed to tuberculosis. They are given rest, fresh air, nourishing food, play, and entertainment. In every possible way an effort is made to fortify them against this disease. The institution is conducted by a competent corps of physicians and is maintained by the St. Paul Community Chest and other public gifts.

There are also many social agencies that serve the underprivileged and needy, such as the United Charities, the Child Welfare Board, the Bureau of Catholic Charities, and Day Nurseries.

The United Charities restores handicapped families and individuals, including children in need of care and protection through relief, employment, legal aid, medical care, and education, without distinction as to age, race, or color. Neglected children are placed in selected foster homes where their physical and moral well-being is assured.

The Child Welfare Board cares for neglected, delinquent, dependent, and defective children, so that they may be

preserved in health and character and, as they grow up, be fitted for self-support and useful citizenship.

The Bureau of Catholic Charities offers much the same service as the United Charities.

Day nurseries take care of small children during the day and thereby afford many mothers an opportunity to work, who could not do so otherwise.

It is easily seen that our city is generous in its support of all means of healing, of promotion of the public health and morals, and that it, therefore, displays a splendid spirit of the highest type of citizenship.

QUESTIONS

Why does a city need many hospitals?
Which ones are maintained at public expense?
How is the Community Chest conducted?
What is the principal charitable institution in the city?
Tell how many different kinds of help it gives.
What agencies help children especially?
Why should everyone contribute to the public charities?

TRANSPORTATION INDUSTRIES

Commerce and industry are the best mines of a nation.

—George Washington

CHAPTER XXIV

TRANSPORTATION

From mart to mart the heavy load
Moves on unceasingly.

—Anonymous

We have already described the advantageous situation of St. Paul. Not only on account of its location on the river, but because it lies directly in the path of travel to the north-

A view in the Minnesota Transfer Yards where almost countless cars are exchanged from one road to another.

west, it has gradually attracted many lines of railroad. Its rapid increase of population has necessitated the provision of an elaborate internal means of transportation. A great network of public highways also centers in the city.

St. Paul is called the Gateway to the Northwest. Not only those passengers and those goods which find in it their destination come here, but almost countless trains of travelers and freight arrive from various directions and pass on through even to the Pacific coast and to Canada. Extensive trackage is maintained in the Midway district

where freight is transferred from one line to another. The Minnesota Transfer Railway Company handles an average of about 800,000 cars and 13,200,000 tons of freight yearly.

The mileage of the railroads entering St. Paul is very close to 60,000 miles or nearly one fourth of the total railroad mileage of the United States, or more than twice the circumference of the globe. There are nine large systems, comprising twenty-three separate lines.

Four lines connect St. Paul with Chicago and the Pacific coast. These are the Northern Pacific; the Great Northern; the Chicago, Milwaukee, St. Paul and Pacific; and the Minneapolis, St. Paul and Sault Ste. Marie. Three of these lines extend into Canada.

Modern engine that pulls the North Coast Limited.

Six lines connect St. Paul with Chicago. They are, in addition to the last two named above, the Chicago and Northwestern; the Chicago, Burlington and Quincy; the Chicago, Rock Island and Pacific; and the Chicago Great Western.

The Great Northern and the Northern Pacific run through trains over the Burlington Route from Chicago through St. Paul to the Pacific Coast.

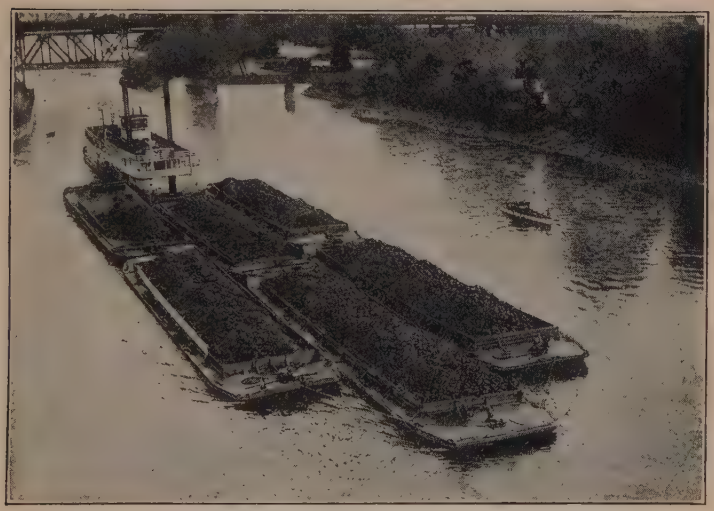
Four lines connect St. Paul with Duluth. They are the Northern Pacific; the Great Northern; the Chicago, St. Paul Minneapolis and Omaha; and the Minneapolis, St. Paul and Sault Ste. Marie.

To the South and Southwest go seven lines as follows: The Great Northern; the Chicago, Milwaukee, St. Paul and

Pacific; the Northwestern Line; the Chicago, Burlington and Quincy; the Chicago, Rock Island and Pacific; the Chicago Great Western; and the Minneapolis and St. Louis, bringing us into contact with St. Louis, Omaha, and Kansas City.

We have a direct opening to the East through Canada to New York City and the Atlantic seaboard by way of the Minneapolis, St. Paul and Sault Ste. Marie.

It is easy to see, therefore, how generously our city is

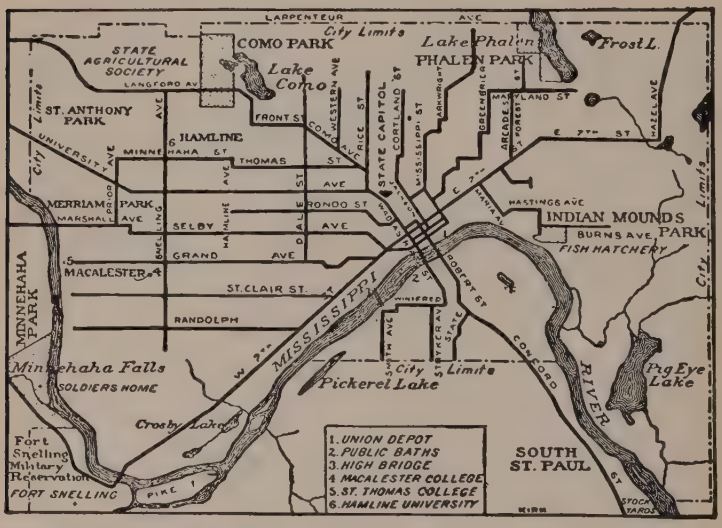


A boat bringing barges of coal to St. Paul on the Mississippi River.

supplied with railroad facilities. While the location of the city has been in the natural path of these lines, and it has been to their advantage to center in St. Paul, they have, nevertheless, had no small part in the upbuilding of the city. A city can not become a great business center without assurance of adequate transportation.

Sometimes we do not realize or appreciate our blessings till we are deprived of them. The fact is that we are largely

dependent for the most of our necessities on our transportation systems. If these should suddenly fail to operate, our supply of raw materials for manufacture, our food supply, and our merchandise of other kinds would soon be exhausted. There would be famine and suffering. Our present supplies would last but a few days. A great city is very insufficient unto itself. It really produces very little food and depends largely on others for the most of its necessities.



Outline map of street railway lines, showing also the location of parks and other places.

At first we were served only by steamboats. Then railroads came. Various other means of transportation have arisen in response to the progress and need of the times. Automobiles, trucks, busses, and aeroplanes have entered into competition for the transportation of passengers, merchandise, and mail. We are not, therefore, so wholly dependent on the railroads as formerly. We must yet, however, depend on them for the longer and heavier hauls.

Manufacturers maintain private truck lines through which they distribute their products within a radius of fifty or seventy-five miles. The city really becomes larger than its legal boundary.

There are three great systems of passenger busses operating out of St. Paul. They are the Northland Transportation Co., the Mohawk Lines, and the Jefferson Highway Transportation Co. These extend in many directions through Minnesota, and even into Iowa and Wisconsin.

In addition to outside transportation we have within the city itself, but reaching beyond it, a good street railway system for the carrying of passengers. Although the use of the private car has increased almost incredibly, this system is, nevertheless, necessary, and serves a multitude of persons every day. During the last year the company carried 84,312,315 cash and transfer passengers. During the same time its cars traveled a distance of 10,680,007 miles, equal to 427 trips around the world or to 22 round trips to the moon.

As the city is dependent on supplies received from without, the householder is dependent in turn on another means of transportation. Most things that we buy are delivered to our doors either by truck or mail. If this service were interrupted, we should find it very inconvenient to carry all our bundles on the street car. Many things that we buy are too heavy to carry. There is, therefore, a great network of the various means of transportation on which a large city must depend. All must work together regularly and in harmony in order to serve our need and comfort. We depend upon the president of a railroad, on the boy in Panama who helps to put bananas on a vessel and on the one who delivers them to our door. Each one who serves is a link in a long chain.

The latest mode of transportation is the airplane. It

carries mail from St. Paul to Chicago, where it is redistributed for many points. A letter leaving our city at 2:40 P. M. is delivered the next morning in New York City at the beginning of business. Express parcels also are carried by airplane as promptly as mail. Passengers are also transported in special planes arranged as comfortable as Pullman cars. The city has provided a 150-acre landing field for the accommodation of airplane service.

If we could look down on the city from one of these airplanes, we could see trains coming in and going out—freight

An airplane that carries mail and passengers between St. Paul and Chicago.

and passenger—in all directions, street cars moving all over the city, busses coming and going north, south, east, and west, taxis, trucks of all kinds, large and small, and thousands and thousands of automobiles. Would a view like that not help us to realize the vastness of just one of a city's problems?

QUESTIONS

How many different kinds of transportation are used in the city?
How many different railroads enter St. Paul?
In what respect do truck and bus lines benefit the city?
Could a city survive long without means of transportation? Why?
Should transportation systems pay the city a tax? Do they?

CHAPTER XXV

ST. PAUL INDUSTRIES

There is nothing so useful to man as trade.
—Fielding

Sometimes it is thought that work is a curse. Perhaps many of us have often wished that we did not have to work. It requires little reflection, however, for us to realize that work is just as noble as it is necessary. Aside from the subject of earning a living, work is healthful. If we did not work, we should have to take a great deal of exercise in a gymnasium. As a rule, those who labor with their hands, if they do so under sanitary conditions, have the best health. Aside from health, however, what we call exercise does not contribute to the wealth of the world. Labor, on the other hand, not only promotes health but adds value to that upon which it is bestowed. This value may be secured for ourselves or it may be purchased of us by others. We thus have an opportunity through labor to add to our own store and comfort and to contribute to the needs of others and the general welfare of all.

Even before society became so complex as it is to-day men found that the actual exchange of labor among persons of different skills or abilities was not easily arranged. Some common medium of exchange was devised. This finally came to be called money. Now, for the work which we do for others we receive so much money. With that we can purchase meat from the butcher and bread from the baker. And so the same dollar may pay a great many different persons for many different kinds of work or service.

It is fortunate that most persons must work in order to secure their livelihood. If they did not work, the needs of the world would not be supplied. If no one should make a

A bird's-eye view of St. Paul, showing some of the principal buildings and the airport in the distance.

business of making bread, then we should all have to make bread or do without it. We all like to ride in automobiles, but there must be some persons who work to make them.

A great city, like St. Paul, is like an immense bee hive. If we could see all over it, we should see thousands and thousands of men and women hastening to shop and office every morning and then home again in the evening. As we have said, they have not only served themselves but others also. How, therefore, could we all exist if we did not serve one another?

A city does not manufacture all the products that it needs and uses, and, on the other hand, it produces many articles that are used by other cities or in the country. Many of its products also are shipped abroad.

The more industries, therefore, which a city has, the more chance there is for labor and for other business in the city, and the more money will come to it. Men try to induce other industries to come to the city, and these industries consider what advantages a city has to offer. Situation, transportation, cost of labor and material all enter into such decisions.

The exchange or sale of labor and manufactures constitutes business. Where there is no business there can be no city. The more business, the greater the city. In St. Paul there are 925 manufacturing industries of all kinds, in which more than 51,000 persons are employed. The total value of the goods manufactured amounts to $350,000,000 a year. The wages paid to labor in the industries that do a net business of $5,000 and over amounts to $30,701,147 a year.

These figures do not include the industries of South St. Paul. They are really a part of the St. Paul industrial center. The value of their manufactured products is $160,000,000 a year, and they pay in wages to their employees more than $12,000,000 a year. Very many of the employees of these industries are residents of St. Paul proper.

The above figures do not include a multitude of stores and offices, the number of their employees, or the amount of business done by them. If we could compile these figures, they would make an enormous addition to those already given.

Many additional employees are found in the public offices and in our public and private schools. There are 1,435 teachers employed in our public schools. Their salaries amount in one year to $2,596,971. Millions of dollars are also paid to laborers for all kinds of public work, such as the

View of the Ford Plant on the Mississippi.

construction and care of buildings, the making of sewers, the upkeep of streets, and for various other purposes.

There are 346 policemen and detectives to whom $626,-719.63 is paid each year.

There are also hundreds of professional men, such as lawyers, physicians, dentists, and ministers. Many of these give employment to others. Railroads employ many and have a large pay roll. The St. Paul street car company has 1,443 employees to whom it pays annually $2,353,703.

The various branches of the city's business may be roughly classified as follows:

Manufacturing. Under this classification are included all products of metal, wood, glass, cloth, fur, leather, paper, and very many other substances that enter into machinery, buildings, clothing, food, and the almost countless things of use for necessity and comfort.

Wholesaling. The manufacturer of a product generally wholesales it, but his goods may be turned over to various large business houses that act as jobbers and stand between the wholesaler, or manufacturer, and the retailer as a more convenient source of supply.

Retailing. The retailer carries a supply of goods for sale to the consumer. He is located closer to the purchaser and can furnish goods in smaller quantities than the manufacturer or jobber. The business of supplying the consumer is more extensive than manufacturing or wholesaling, and the number of stores engaged in this work is, therefore, much greater. The retailer may carry just one kind of goods or a great variety such as we find in department stores.

Transportation. Beginning with the manufacturer, there is both to him and from him to the wholesaler and retailer and even to the consumer a vast transportation system. It involves carriage by train, truck, or automobile. Without adequate means of this character business would be greatly hindered. In this system must be included the transportation of persons. This is accomplished by train, busses, private automobile, or street cars. It is necessary for the conduct of business that there should be adequate transportation of persons as well as of goods.

For the transportation of goods more rapidly than by freight, railway express is employed as well as the parcel post service offered by the government. Parcels, letters, and persons can also be transported by airplane.

Communication. Much business is transacted not in person but by means of the United States mails, by telegraph,

and by telephone. These helps are not only a great convenience, but they make it possible to accomplish much more business in a day than could formerly be done in weeks. Space and time have been reduced to a minimum. By means of radio also important news or information is broadcast to great distances, even to explorers in the icebound Arctic regions and to ships at sea and pilots in the air.

The Tri-State Telephone and Telegraph Co. of St. Paul in the recent year handled 171,051,584 local telephone calls and 2,573,676 outgoing long distance calls. It is possible by its facilities to telephone to countries across the sea.

The National Battery Company's broadcasting station KSTP, from its studio in the St. Paul Hotel, broadcasts markets, weather, time, lectures, sermons, musical and dramatic programs, and important news.

Light, Heat, Power, Water. In a manufacturing plant, store, office, and home we are dependent for some or all of these necessities either on the city itself or on those private corporations that furnish them. Electricity is the principal source of light, heat, and power. Gas also is used for light and heat. Water is supplied by the city at unusually low rates.

Professional Service. Here may be placed the selling of such service as is rendered by lawyers, physicians, dentists, teachers, ministers, architects, and others. These persons compose a large class.

Government Service. In addition to such government service as the postal system, there are many departments of local government for whose service it is often necessary to pay. We must pay for recording a deed, for a building permit, for licenses of various kinds, taxes, and water.

Labor. At the foundation of industry is labor. This is either skilled, as in the case of the machinist, the electrician, and the business manager, or unskilled, as in the case of the man who delivers coal and the one who sweeps the street.

KSTP, the National Battery radio broadcasting station. Studio and National Battery Symphony Orchestra. The 10,000-watt transmitting station. Operating room. Huge generators.

But these all make an army of workers, each one in his place as necessary and honorably employed as the other in contributing to the progress and welfare of his home city.

Financial Service. Money enters into all business transactions. Capital is necessary to industry. Banks have been organized for the safe keeping and exchange of money, and business houses and individuals avail themselves of the convenience they offer. Money deposited on checking account may be withdrawn at any time or checks may be issued on the bank instead of handling the actual money in the payment of obligations. Banks will lend money on proper security and in many ways tend to promote and stabilize business.

St. Paul is well equipped with banks. It has seven national banks, a Federal Land bank, and nearly forty state banks and trust companies. They have a capital and surplus of seventeen millions and deposits of more than one hundred and seventy millions. The St. Paul bank clearings for the past year were $1,556,483,398.

Some of the most important manufactures of the city are:

Automobiles
Bakery Goods
Batteries
Beverages
Books and Periodicals
Boots and Shoes
Building Material Other than Lumber
Candies
Canned Goods
Cans
Chemicals
Cigars and Tobacco
Clothing
Coke
Dairy Products
Drugs
Engraving
Envelopes
Foundry Products
Fur Garments
Furniture
Glass
Groceries
Hats and Caps
Luggage
Lumber
Machinery
Meats
Millinery
Paint
Paper Boxes and Cartons
Printing
Railway Cars
Refrigerators
Rugs and Carpets
Street Cars
Tents and Awnings

There are at present ten manufacturing industries each one of which employs more than one thousand persons. As an example of one output the St. Paul fur industries use more than three million skins in a year.

Here are at least thirty-three firms that are nationally known and that do business throughout the whole United States and in foreign countries. One hundred and twenty-five firms import merchandise from foreign countries and many products manufactured in St. Paul are shipped abroad. Butter made in St. Paul is shipped to forty states and ten foreign countries.

A large city can not be supported without large manufacturing enterprises. Retail stores and professional and business offices do not offer sufficient employment to hold a great population together. Factors that determine the location of industries are location, labor, power, and taxes. It is a testimonial to the advantages of St. Paul that during the last year about forty new industries have been located here.

The true cash value of all real and personal property in the city is $569,500,000. Moneys and credits amount to $87,000,000.

On account of its superior facilities for entertainment St. Paul is able to accommodate hundreds of conventions every year. These tend to advertise the city and benefit it in a financial way. One of the chief factors of our ability to entertain is our hotels. There are fifty-six in the city.

Our daily newspapers, The Pioneer Press, The St. Paul Dispatch, and the St. Paul Daily News have had no small part in the development of St. Paul and they continue to render an indispensable service to the city. They furnish not only the important news from all over the world but give the business man every day the markets in the important centers and much other business information of vital character.

The furnishing of amusement to a city is a large and legitimate enterprise. Those who work need recreation and even amusement. There is amusement in watching a ball game or a comic picture. There is education also in the better plays and pictures that are presented in our theaters. Of these there are thirty-six. Many of these are most modern in every respect and present programs of the highest order. Approximately $1,500,000 a year is spent in the city for moving picture entertainment and for other amusements about one million more.

Included also in the business of the city are those public utilities which the city itself provides and conducts for the benefit of its citizens. These cover the disposal of garbage and sewage, the furnishing of water, the education of youth, fire and police protection, the care of the public streets and parks, and provisions for various kinds of amusement.

In order to realize the extent of some of these services it might be noted that the city maintains 563 miles of water mains and 555 miles of sewers. If either of these systems were extended, it would take an express train, running at the rate of a mile a minute, nearly ten hours to cover the distance. In other words, either system would reach beyond St. Louis, and the two combined, if extended, would just reach Helena.

Another phase of the industry of the city is one that we may often fail to appreciate. Much labor must be performed by many persons during the night. Some factories operate day and night; policemen, firemen, and watchmen are on duty; gas, electricity, telephone and telegraph service, and transportation are available all night. Nurses, newspaper men, and many others must be occupied while we rest. "The city never sleeps."

There are numerous local improvement associations that take interest in the welfare of the city. The chief association of this kind, however, is city-wide and includes four thousand

prominent business men of the city. It is called the St. Paul Association of Public and Business Affairs. It takes an active interest in public affairs, business affairs, and association affairs.

The Public Affairs Division is concerned with the betterment of housing conditions, social activity, charities, city planning, education, recreation, health, better government, and improvement of public utilities and highways. The Division of Business Affairs promotes improvement and extension of manufacturing, jobbing, transportation, retail trade, and the bringing of conventions to the city. It has an organized public city service and co-operates with the Ten Thousand Lakes Association in bringing tourists to the city. The Division of Association Affairs deals with child welfare and problems of the junior St. Paul Associations.

The benefit of this association to the city is almost inestimable.

After having had some insight into the vast variety of the business of the city, let us try again to visualize the whole maze of work and trade. St. Paul has 855 miles of streets, approximately 300,000 inhabitants, 563 miles of water mains, furnishing 30,000,000 gallons of water a day, and with capacity to furnish 50,000,000, 177 miles of street railway, and more than fifty thousand automobiles. The city uses each day 161,100 quarts of milk, 13,500 pounds of butter, 113,123 pounds of meat, 82,190 pounds of sugar, and 10,126 pounds of coffee. If we should consider all the figures that represent its necessities and business, would we not be amazed?

We have had a survey of the many kinds of business that make up the industries and other activities of a great city. There are nearly one thousand manufacturing plants in St. Paul. These represent a great variety of occupations and demand various degrees of skilled and unskilled labor.

There are great public service corporations which furnish

transportation, heat, light, and power; all such institutions as hospitals and schools and colleges; all those engaged in the distribution and sale of articles for use; and the almost countless others that need and employ great numbers of men and women.

The opportunities to engage in remunerative service are as promising as they can be in any growing city. There is not only the need for help of all kinds, but there is an equal opportunity to fit oneself for the special work and duty demanded. The employer seeks the most capable persons he can find to serve him. The schools are trying to give their pupils that vocational training which will enable them to enter successfully into the work of the busy world.

Many of our prominent and successful business men are graduates of our own schools and are examples of the possibilities of attainment.

St. Paul is a growing city. Its business is expanding. It is worth while to study and to be ready for the opportunities here. The progress of the city in the next decade may be greatly increased by the energy, initiative, and service which pupils now in school, "the citizens of to-morrow," can bring to its business and community life.

QUESTIONS

In what respect is St. Paul advantageously situated for business?
What were some of its most important early industries?
How many persons are employed in the industries?
How many other persons do you suppose work?
What are the city's most important present products?
What organization helps most to boost the city?
Tell some of the things it does.

CITY PLANNING
GOVERNMENT

Government of the people, by the people, and for the people.

—Abraham Lincoln

CHAPTER XXVI

CITY PLANNING

Order is heaven's first law.—Alexander Pope

City planning is like any other kind of planning. It should be forethought; but, if it has not been forethought, then it must be afterthought. Lack of planning or poor planning, if ever rectified, is expensive. It is important, therefore, to plan wisely and to do so at the beginning of our projects, whether they be homes, school buildings, factories, business, street or park system, or the zoning of different kinds of business.

The founders of cities did not always foresee the results of a future and sometimes rapid development. At the beginning, streets may have been narrow and crooked, following the easiest route. Afterwards it is realized that the streets are too narrow for heavy city traffic, and, if they are irregular, they are confusing and inconvenient. After lots have been platted and buildings erected it becomes extremely difficult to make re-arrangements.

It has been said that the streets of Boston followed the cow paths. On the other hand, Indianapolis shows planning. In the center of the city is a circular street. In the central space are fountains and a famous soldiers' monument. From this circle and about it extend streets north and south and east and west, while radiate also, like spokes in a wheel, long avenues to the northwest, northeast, southeast, and southwest. The city is symmetrical.

The purpose of city planning is to enhance the charm of cities, making them more desirable places in which to live, preserving their landmarks, traditions, and individuality.

It also has a more practical application in the economic and engineering side of city building, for it reduces the cost of transacting business by improved traffic ways and by adaptation of the demands on the utilities of any street. It is the art and science of civic design.

The component parts of a city are:

Homes.

Retail stores, banks, office buildings, hotels, etc.

Railroad yards, warehouses, factories, public garages, etc.

Libraries, schools, churches, fire stations, and other public or semi-public buildings.

Public lands for parks, recreation areas, bird sanctuaries, and smaller public beauty spots.

Traffic ways, major and minor streets, and parkways.

There is a superior location for each, and the determination of these locations with reference to each other and to the best use of the land is a part of city planning.

Zoning is a name applied to one branch of city planning. Zoning names the different districts which have been designated either for residence, commerce or manufacturing, and other activities. According to the law that has sanctioned zoning a residence district may not be disfigured or disturbed by the intrusion of a factory or some other building inconsistent with the character of the community.

As a result of the rapid development of St. Paul a city planning commission was created to make suggestions as to corrections and future order and improvement. It acts in an advisory capacity as an adjunct to the city government.

Some of the improvement projects which have been completed are the widening of Robert Street and the connection of this street with University Avenue by Capitol Curve, the building of the Robert Street bridge, the widening of South Robert and Concord Streets from the Robert Street bridge to South St. Paul, the acquirement of Highland Park

and Battle Creek Park, the widening of Sixth Street at Broadway, and, in the immediate future, the widening of Third Street which will lead over a bridge to Dayton's Bluff. This improvement will not only add an attractive driveway but will relieve congested travel on other streets.

Very many minor improvements have been effected. Many are in contemplation. It is very desirable that a commission of this kind should constantly consider the welfare and the beauty of the city. Much of the work of the commission is of such an extent and character that the regular city officials do not have time to give it the necessary attention.

QUESTIONS

Of what value is it to have a city laid out regularly?

What are some of the developments that cities could not foresee which have made subsequent changes necessary?

What advantages would there be to factories if grouped?

Where do you believe that further improvements could be made in St. Paul.

CHAPTER XXVII

GOVERNMENT

Equal and exact justice to all men.
—Thomas Jefferson

Perhaps the first illustration of government is the government of one's self. Even if an individual were alone, as long as the present laws of the universe exist, he must make or recognize laws for himself that he must obey. If he did not observe the natural requirements of exercise and sleep, eating, drinking, and sanitation, he would deteriorate and suffer and die. It is impossible for him to be a perfectly free agent. He unconsciously establishes a government of which he is both ruler and subject.

So much for his physical nature and relation to his natural environment. It is, however, the social relations of men that concern us here. If a man were living alone on an island of the sea, like Robinson Crusoe, he would have no social relations. He would have no one else to consider. Suppose, on the other hand, that he should receive just one visitor. The situation would be different. There would be necessity for social relations. These might be neutral or friendly or hostile. The newcomer might be stronger and inclined to inflict his will on the hermit, or, if the hermit were the stronger, he might repel the invader. The stronger might either kill the weaker or reduce him to involuntary servitude. We should not have to go very far into history to discover that men and nations have acted in this way toward one another.

It would be possible for these two men to agree to have nothing to do with each other, neither to help nor to hinder; but a policy of this kind, while better than conflict, comes far short of the highest attainments it is possible for each to

reach with the friendly assistance of the other. They may join hands and work together; but, if they do so, a complex situation arises, and understandings are necessary.

In case the two men decide to live together, the original settler will have to make some decided changes in his way of living. Formerly he could do whatever he pleased. Now he must, to some extent at least, consult the wishes or the rights of the newcomer. He becomes a member of a group. According to the principles upon which our government is founded, the other man has just as much to say as the original settler. There arises a definite but invisible government to which they are both equally responsible. This government involves rights and duties. If these two men are neighbors, they must not interfere with the rights of each other. There are both selfish and unselfish duties which they must perform. They must help each other to avoid common dangers, accidents, sickness, and to do constructive work also for the mutual good. The noblest spirit of men is manifested in those unselfish acts of charity and philanthropy that prompt personal gifts and sacrifices for group members who may be the subjects of misfortune.

We have tried to show that even in the very simplest relations of group life there are general principles that limit and govern the acts of men. Whenever these principles are formulated and expressed, they are called laws. Along with the law and above it, is government. If the law fails, the government fails. If the government fails, the group will end in anarchy.

If, instead of two, the social group be enlarged to include the family, more complex relationships will develop. The father has been the traditional patriarch. In Rome he had the power of life and death. Time, however, has secured rights for all. Duties follow. The family is the natural basic social unit. We understand this kind of government.

The class in school has an organization. The whole school is organized and has a share in the general government of the school. From the day of birth to the age of majority and self-support, the boy and the girl have been largely under the control of the family and the school. They have had little occasion to learn much of a government beyond. After leaving the home and the school, they begin to realize their relations to city, county, state, and national governments. Our obligations to the family and school may cease to exist, but we can not escape identity with these larger groups.

In the family and the school, boys and girls have had little say in making the rules that govern them. In the other forms of government they have, as men and women, an equal voice with all others in choosing their representatives and in the making of the laws by which they are governed.

In ancient times all citizens, or members of a tribe, assembled to conduct the business of the state or tribe. That kind of government is called a democracy. It is plain that, as population increased, some other form of doing business would have to be substituted. In this country we elect representatives to act for us, and thus government is delegated to a comparative few. This kind of government is called a republic.

The Declaration of Independence declares that all men are endowed with certain "inalienable rights." These are generally defined to be "life, liberty, and the pursuit of happiness." Some persons have interpreted liberty to mean license to do anything and everything they please. It must be remembered, however, that one man's liberty ends where the rights of another begin. A person may justly claim the right to build a bonfire on his own premises, and yet he does not have the right to do so if he endangers a neighbor's property. And so law is largely a definition of rights and

duties. We must all yield something in the interest of others if we expect them to recognize our own rights.

We have the right of way upon our streets and walks, but we must share this right with others. Safe travel is dependent upon a proper observance of this rule. And what is proper here is an example of the way in which all governments will work most efficiently. In fact, if all persons would govern themselves, there would be little need for an external government.

In society every right has a corresponding duty. If we have the right to vote, it is our duty to do so intelligently and conscientiously. If we have the right to hold office, we are bound by duty to discharge our work honestly and faithfully. If we have the right to be educated at public expense, we should feel obliged to make the most of our opportunities and to fit ourselves as more useful citizens. And so that society is the most ideal in which the idea of duty prevails, where citizens do not ask themselves what they can get out of office but what they can put into it—put into it of honest effort for the general welfare and happiness of **all** citizens.

It is impossible to give more details. Enough has been said to show the origin and necessity of government and to define its ideals. In the next chapter, we shall learn particularly how our city, county, state, and national governments are constituted and operate for the peace, security, and prosperity of the people.

QUESTIONS

If there were just one man, what laws would he have to obey?
If there were two men, what new law would they have to obey?
What kind of government is a democracy? A republic?
Why are laws necessary? Why should they be written?
What relation do rights and duties have to each other?

CHAPTER XXVIII

MACHINERY OF GOVERNMENT

> The proper function of government is to make it easy for people to do good, and difficult for them to do evil.
>
> —William E. Gladstone

We have told in the preceding chapter how society must have a common understanding of rights and duties in order to work to the highest advantage of all. The understanding, to be definite, must be expressed in written constitutions and laws. A literary society has its constitution and by-laws. The larger the society and the more multifold its activities, the more laws it will require. It is not strange, therefore, that, just as a school must have its rules, villages, cities, counties, states, and nations should have more laws and more officers in proportion to their population and activities.

Perhaps we have not realized that we are living under four different governments. If we are living in a home and attending school, we may add two more forms. We are, then, under the authority and government of our parents, or teachers, the city, the county, the state, and the nation. It would seem that we have law on many sides; but the plant lives under law, and the planets and the stars must obey law. If they do not, there will be wreckage, just as there would be if we should drive an automobile on the wrong side of the highway. We like liberty; but liberty permits us to do only that which will not injure ourselves or others. This is the idea in our whole system of government.

Let us study very briefly the four political forms of government under which we live—the city, the county, the state and the nation.

CITY GOVERNMENT

The public business and management of a large city require many offices and officials. We are all citizens alike, but we delegate power to a few to conduct the public business. We choose a mayor as our chief executive and six commissioners, who, with their assistants and clerks, have the authority to make and execute our laws. We also elect judges who administer our courts, where those who break laws may be tried and where we may appeal for the vindication of our rights.

The constitution of the city is called a charter. It is the fundamental law fixing the government organization and defining the powers and duties of the officials.

The principal officials are the Mayor, the six Commissioners, the Comptroller, the City Attorney, the City Clerk, and the judges of the Municipal Court.

There are Commissioners of Finance; Education; Public Works; Public Utilities; Public Safety; and Parks, Playgrounds and Public Buildings. The Mayor assigns these administrative officers to the department which he believes them best fitted to conduct.

The Department of Finance has custody of all public moneys and credits.

The Department of Public Works is composed of the following bureaus:

Bureau of Engineers, which draws all plans, sketches, and profiles for public improvements, does all engineering work of the city, and supervises all construction and repair work.

Bureau of Construction and Repairs does grading, paving, construction and repair of sewers, streets, alleys, levees, lands, boulevards, parkways, reservoirs, and sidewalks. It also lays water pipes and conduits.

Bureau of Bridges has charge of the construction, care, and repair of the bridges of the city.

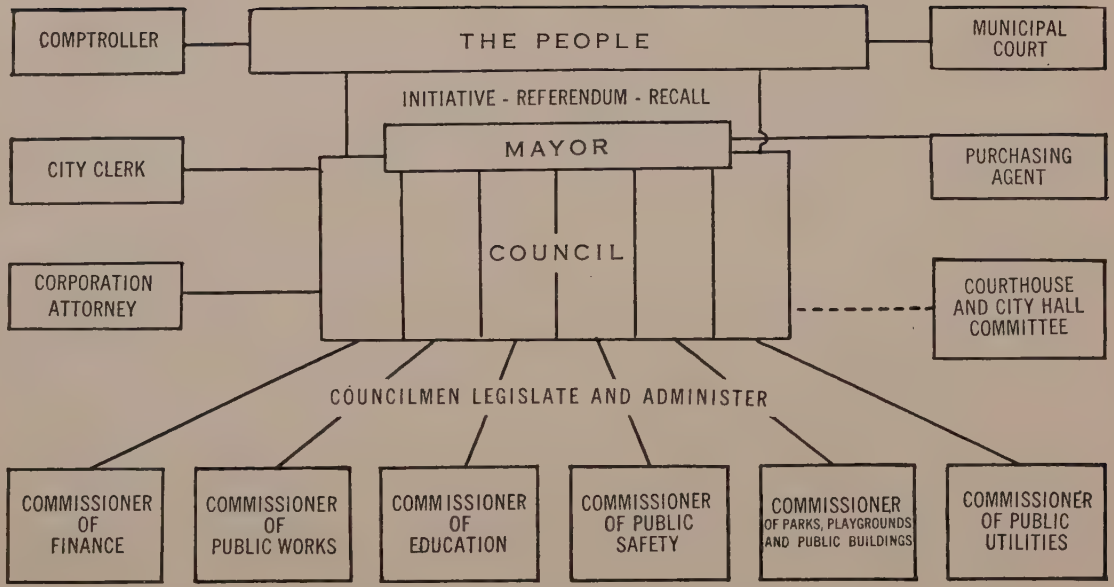


Diagram to show the relation of the various departments of city government.

Bureau of Sanitation has charge of the cleaning and sprinkling of streets and of the collection and disposal of garbage.

Bureau of General Administration keeps the accounts of the fiscal operations of the department.

Bureau of Corrections is charged with the administration of the workhouse.

The Department of Public Safety is composed of the following bureaus:

Bureau of Police whose duty it is to enforce all laws and ordinances, report violations of the health and sanitary laws, injuries to persons and property, and material left in the public streets which may impede travel.

Bureau of Fire Protection having charge of the prevention and extinguishment of fires.

Bureau of Health with the duty of controlling contagious and infectious diseases, and the right of taking such measures as are necessary to insure the public health or safety.

Bureau of Police and Fire Alarm Telegraph has full management and control of the construction, maintenance and operation of the telegraph, telephone, and alarm systems.

Bureau of General Administration keeps the accounts of the fiscal operations of the department.

The Department of Education, under the direction of the Commissioner, has control of the public school system and the general educational interests of the city. Public libraries and museums and galleries of art are within the jurisdiction of this department. The Commissioner appoints the Superintendent of Schools, the Librarian, and the manager of the municipal Auditorium.

The Department of Parks, Playgrounds and Public Buildings has management and control of all parks, parkways, or playgrounds other than school playgrounds. It prepares plans, specifications, and estimates for all public

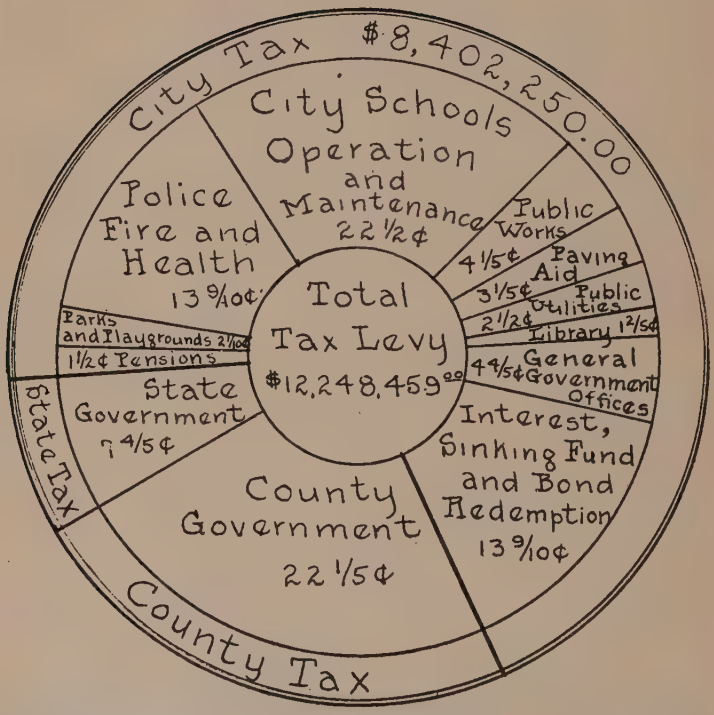

City Tax $8,402,250.00
City Schools Operation and Maintenance 22½¢
Police Fire and Health 13 9/10¢
Parks and Playgrounds 2 1/10¢
1½¢ Pensions
State Government 7 4/5¢
State Tax
County Government 22 1/5¢
County Tax
Interest, Sinking Fund and Bond Redemption 13 9/10¢
General Government Offices 4 4/5¢
Library 1 2/5¢
Public Utilities 2½¢
Paving Aid 3 1/5¢
Public Works 4 1/5¢
Total Tax Levy $12,248,459.00

Chart showing what part of each dollar goes to the different items of the budget. This chart was prepared by the Comptroller and shows the relative proportion for 1927. These figures represent a fair average.

buildings, and issues permits for buildings and inspects the same to see whether they comply with ordinances.

The Department of Public Utilities has full charge and control of the lighting of all streets, alleys, parks, levees, squares, playgrounds, public buildings, and other public places. It also has control of the regulation of all telephone, telegraph, lighting, heating, power, street railway and other transportation systems, except when the State Railroad and Warehouse Commission has authority. City Markets are included in the jurisdiction of this department.

The Commissioners of these six departments exercise their duties under the general direction of the Council.

These Commissioners and the Mayor constitute the Council, which has full control and management of the property and finances of the city and power to make and enforce advisable ordinances, rules, and by-laws.

Candidates for office are nominated by petition. When fifty or more qualified electors sign and file with the City Clerk certificates in a candidate's favor, such a candidate is entitled to have his name printed on the primary ballot.

The Council meets at ten o'clock in the morning of every day except Sunday and legal holidays. Public hearings are given to citizens who wish to favor or oppose any pending legislation.

Any ordinance may be proposed to the Council by petition of 10% of the electors who voted for Mayor at the last preceding election. If any ordinance passed by the Council is obnoxious to 8% of such voters, they may petition for a general vote on the ordinance.

Ordinances, except in the case of emergencies, may not go into effect until thirty days after passage and after publication.

Those who are interested in further details in regard to the city government should obtain and consult a copy of the city charter.

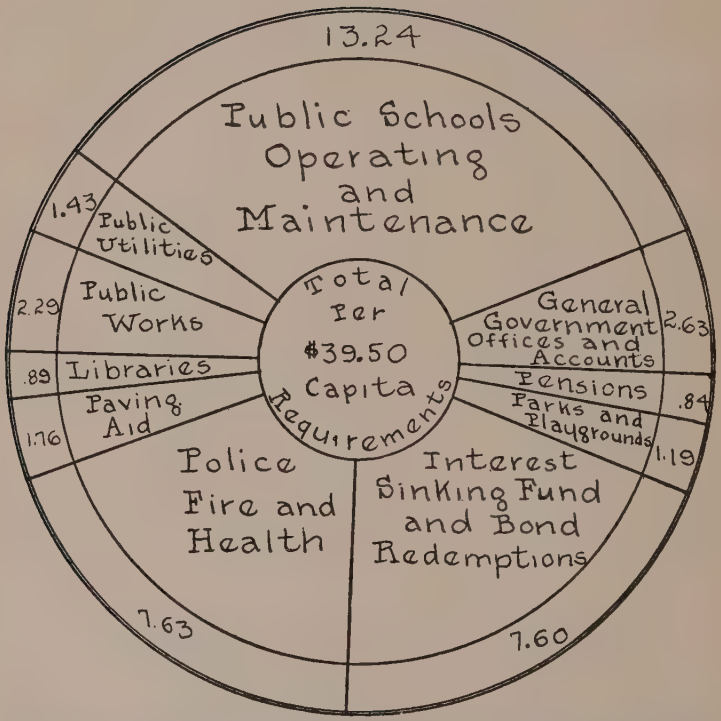


Chart showing per capita revenue requirements for city purposes, expressed in dollars and cents. This chart was prepared by the Comptroller and gives the figures for 1927. They represent a fair average.

COUNTY GOVERNMENT

The government of Ramsey County consists of the following offices and boards:

Sheriff	Clerk of Court	Judge of Probate
Attorney	Surveyor	Superintendent of Schools
Treasurer	Coroner	Board of Commissioners
Auditor	Register of Deeds	Appointed Officials

Joint County and City Boards

The Sheriff is the executive officer of the courts. He makes arrests, holds prisoners, collects delinquent taxes, sells unredeemed property, and maintains peace.

The County Attorney prosecutes criminals, advises county officers and boards, and represents the county in litigations.

The County Treasurer collects all city, county, and state taxes.

The County Auditor computes the tax rates and prepares the real estate and personal assessment books, conducts elections, issues warrants and signs bonds, and makes out the delinquent tax list.

The Clerk of Court records all cases in the District Courts, makes out subpoenas for witnesses and summons for jurors, keeps vital statistics, issues marriage licenses, pays witness and juror fees, records liquor prescriptions and credentials of ministers, priests, notaries public, and physicians and surgeons, and records all naturalization papers.

The County Superintendent of Schools has general charge of the rural schools of the county.

The County Surveyor acts as highway engineer, supervises lakes, and makes land surveys.

The Board of County Commissioners examines and settles accounts, cares for county property and manages county funds, erects courthouses and jails, apportions taxes and funds, fixes township boundaries, purchases or condemns land, and extends relief to poor persons.

The Coroner investigates deaths that result from violence, accidents, or occur under unusual or mysterious circumstances.

The Register of Deeds records all deeds of real property, mortgages and their satisfaction, and all legal instruments that affect real property.

The Judge of Probate has jurisdiction over the estates of deceased persons and of persons under guardianship.

In addition to the above officers and boards there are others, such as Court Commissioner, Abstract Clerk, Board of Audit, Board of Equalization, Assessor, Municipal Judges, Courthouse and City Hall Commission, and officials and boards under the Juvenile Court.

STATE GOVERNMENT

Just as in the city, government is based on a city charter, in the state, government is based on a state constitution which guarantees the rights of its citizens.

Government is divided into three branches, legislative, executive, and judicial.

The Legislative Department consists of a Senate and House of Representatives which meet on the first Tuesday after the first Monday in odd-numbered years. Their session must not exceed ninety legislative days. The number of members is apportioned according to population. There are about twice as many members in the House as in the Senate.

Proposed laws, called bills, are offered in each body. When carried by both bodies and signed by the governor, they become laws.

The Executive Department consists of a Governor, Lieutenant Governor, Secretary of State, Auditor, Treasurer, and Attorney General.

The Governor is commander in chief of the militia of the state, makes appointments with the consent of the Senate is a

member of the Pardoning Board, has veto power, may call extra sessions of the Legislature, and, in general, it is his duty to execute the state laws.

The Lieutenant Governor acts as president of the Senate and becomes Governor in case of the Governor's death.

The Secretary of State keeps the records and seal of the state.

The Auditor is the state bookkeeper, manages its fiscal affairs, and has supervision of state lands.

The Treasurer is custodian of all state moneys.

The Attorney General is legal adviser to all state officers and boards and represents the state in court where its interest requires his service.

The Judicial Department consists of District and Supreme Courts. There are nineteen districts in the state. Judges are elected for six years. There is a Chief Justice and four Associate Judges of the Supreme Court. They are chosen for six years.

The function of the District Court is to try civil and criminal cases. That of the Supreme Court is to review cases that may be appealed from inferior courts. It also has original authority to issue remedial writs such as writs of error, certiorari, mandamus, and quo warranto.

Departments. There are, besides, the following state departments which have charge of the interest indicated in their titles.

Executive Council	Health
Administration and Finance	Education
Conservation	Highways
Drainage and Waters	Labor and Industry
Dairy and Food	Public Institutions
Agriculture	Taxation
Commerce	Rural Credits

The Executive Council consists of the Governor, the

Attorney General, the State Auditor, the State Treasurer, and the Secretary of State.

THE FEDERAL GOVERNMENT

In many respects state and federal forms of government are alike. The federal consists of three departments, the legislative, the executive, and the judicial. When laws are made, there must be some one to execute them. As a check on the rights of the people the courts were established to interpret the laws and to pass judgment on their justice and validity.

The Legislative Department is composed of the two houses of Congress, the Senate and the House of Representatives. Each state has two Senators and Representatives in proportion to its population.

When bills are passed by both houses of Congress and signed by the President, they become laws. Certain rights were reserved by the national government; the states may not pass any laws at variance with these. On the other hand, Congress may not pass any laws that interfere with the rights of states. Section 8 of Article I of the Constitution defines the powers that are reserved to Congress. Section 10 of this Article defines things that the states may not do.

Some of the more important federal laws refer to income tax, revenue, tariff, mail service, coinage, interstate commerce, national banks, and pure foods and medicines.

The Chief Executive is the President. He is commander-in-chief of the army and navy and of the militia of the several states when in the service of the United States.

He appoints the members of his cabinet, with the consent of the Senate. These are his advisors and they administer the affairs of the departments to which they are assigned. He also appoints our representative to other nations and the judges of the Supreme Court.

The different departments in charge of cabinet officers are the Departments of State, Treasury, War, Justice, Post Office, Navy, Interior, Agriculture, Commerce and Labor.

The Judicial Department is the Supreme Court, together with a number of inferior District Courts. The power of the courts is defined in Section 2 of Article III of the Constitution.

Our government is called a republic. It is an illustration of representative government. Instead of having a common meeting of all citizens in which to decide public matters, chosen representatives act for us in passing the laws by which all shall be governed, in executing them, and in judging of their legality and justice.

It was to rid themselves of oppressive governments and ones in which they had no voice that many liberty-loving inhabitants of the old world came to this country and proceeded to establish for themselves a government of their own choice. You can see, therefore, how America came to be called "the land of the free."

These founders asserted in their Declaration of Independence "that all men are created equal; that they are endowed by their Creator with certain inalienable rights; that among these are life, liberty, and the pursuit of happiness."

In the preamble of their Constitution they announce that "We, the people of the United States, in order to form a more perfect union, establish justice, insure domestic tranquility, provide for the common defense, promote the general welfare, and secure the blessings of liberty to ourselves and our posterity, do ordain and establish this Constitution for the United States of America."

Many governments have not been conducted for "the general welfare," but for rulers and classes. In this country the people themselves are the government. The

purposes set forth in the beginning are the ones which we still cherish and would even fight to maintain. Our government is our friend. Its objects are justice, peace, defense, general welfare, and the blessings of liberty. No other government means so much to us. We have, therefore, the very strongest reasons for patriotism.

Long ago, before the Christian era, the youth of Athens were proud of their city. When a youth was entering manhood and had been enrolled as a citizen, he took the following oath:

"I will not disgrace the sacred arms nor will I abandon the man next to me, whoever he may be. My native commonwealth I will not transmit lessened but larger and better than I received it. I will obey those who from time to time are judging; and the established statutes I will obey and whatever other regulations the people shall enact unanimously. If anyone shall attempt to destroy the statutes, I will not permit it, but will repel (such a person) both alone and with all."

Here is a splendid example of loyalty to country and to one's fellows. We might well make this pledge our own. Our loyalty, however, is greater. The youth of Athens might well be proud of their city, but to all our boys and girls America is a home, a promise, and an opportunity found nowhere else. It is the land which they may enjoy and ennoble through a life of service. Therein is their greatest opportunity.

"What constitutes a State?
Not high-raised battlements or labored mound,
Thick wall or moated gate,
Nor cities proud, with spires and turrets crowned.
NO: Men, high-minded men,
Men who their duties know,
But know their rights, and, knowing, dare maintain.
These constitute a State."

CONCLUSION

Now we have ended our journey, as it were. We have had a mental trip far into the past when the hills and valleys and level plains were being carved out by the great forces of Nature; we have seen the site of our own city beautifully prepared for us; and we have had unrolled before us, like a moving picture, the founding and the development of the city. We know who was probably the first white man who set his foot on this soil, who was the first settler, what other men made the beginnings of business, and we can now look about us in wonder and admire and enjoy the result.

Just as others came here at first and by labor and sacrifice contributed their part to the development of a great industrial center, we stand here to-day in their places. If we are not animated by the same spirit and if we do not offer our best service for the further good and prosperity of the city, it deteriorates. It takes a constant current of power to keep machinery moving. Each generation must apply its will and effort to the work of the past. New times demand new duties.

A city does not beautify itself. It does not improve intellectually and morally without schools and churches. It does not develop its own industries. Everything depends on the initiative of its citizens. Good citizens make a good city. Walt Whitman has said that, "the great city is that which has the greatest man or woman." And Plutarch said that "the measure of man's life is the well spending of it." A city's greatest need, therefore, it may be argued, is good citizens, men and women who will serve it.

The best citizens are not selfish ones. They are men and women like some of those whose histories we have just read. Their fame is their philanthropy. A miser is stingy of his

gold; but there are more miserable misers who are stingy of themselves. They are selfish of their time and talents. When men are injured or in peril, physicians and nurses or armies rush to rescue. Every day there is human need. Who is going to see it? Who is going to have the heart to help? Whose names are going to be on the honor roll?

If a man's business is not good and does not progress, is it not largely his own fault? If a city is not good and does not progress, is it not the fault of its citizens?

It is altogether possible for us to make St. Paul whatever kind of a city we should like to have it. Here, then, are wonderful opportunities for us to be our own lawmakers, our own landscape gardeners, our own home builders, and men of ambition and enterprise who labor to develop the city, so that **all** can enjoy the advantages and rewards of industry, the stimulus of scenic beauty, the pleasure of magnificent parks, the helps and incentives of education, the grandeur of great buildings, and the higher happiness of the homes of all.

QUESTIONS

What form of government do we have in St. Paul?
What are the advantages of this form?
How are the people protected against bad government?
Under how many different kinds of government do we live?
How are laws made for the city? The state? The nation?
Into what departments are state and national government divided?
What unit of government has no chief executive?
What is the form of our national government called?
How does it differ from a democracy?

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